

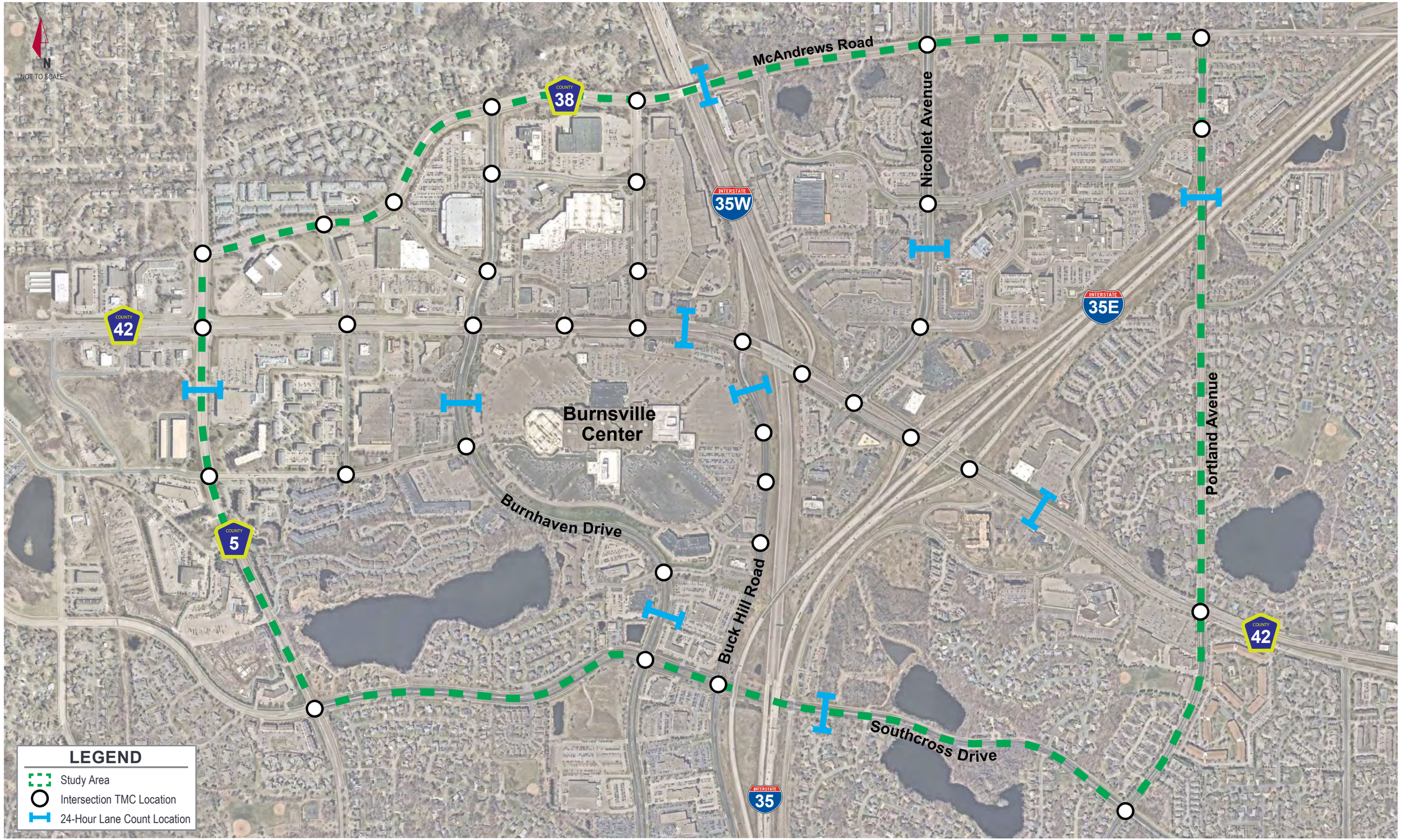
Burnsville

Kimley»Horn

EXHIBIT 1

STUDY INTERSECTIONS

CENTER VILLAGE TRAFFIC STUDY



Burnsville

Kimley»Horn

EXHIBIT 2

DATA COLLECTION

CENTER VILLAGE TRAFFIC STUDY

N
NOT TO SCALE

McAndrews Road

Burnsville Center

Burnhaven Drive

Southcross Drive

Buck Hill Road

Nicollet Avenue

Portland Avenue

INTERSTATE 35W

INTERSTATE 35E

INTERSTATE 35

COUNTY 42

COUNTY 5

COUNTY 42

15 (60)	205 (530)	170 (435)	155 (375), 15 (50), 150 (345)
15 (40), 15 (50), 30 (80)			15 (60), 500 (485), 180 (280)

5 (40)	75 (160)	35 (40)	5 (35), 5 (15), 5 (45)
15 (65), 5 (15), 5 (115)			35 (120), 55 (140), 35 (25)

			280 (705), 55 (165)
305 (560), 55 (75)			15 (50), 60 (190)

			325 (770), 45 (250)
350 (670), 15 (80)			10 (100), 30 (305)

10 (10)	45 (265)	0 (30)	5 (60), 0 (10), 5 (45)
5 (35), 0 (10), 10 (50)			45 (40), 35 (260), 5 (30)

75 (275)	100 (215)	70 (250)	315 (130), 250 (605), 30 (50)
100 (250), 195 (585), 25 (30)			10 (50), 195 (195), 15 (55)

5 (5)	0 (0)	0 (5)	0 (5), 485 (680), 150 (155)
5 (5), 230 (730), 35 (145)			150 (100), 5 (0), 95 (200)

10 (50)	35 (235)	5 (25)	0 (30), 0 (20), 10 (105)
10 (70), 5 (30), 10 (220)			25 (170), 75 (260), 20 (140)

55 (35)	65 (220)	30 (20)	15 (45), 5 (20), 5 (20)
30 (110), 25 (5), 50 (225)			195 (80), 180 (175), 20 (10)

20 (25)	15 (15)	20 (20)	5 (35), 270 (700), 25 (90)
10 (35), 320 (610), 35 (55)			30 (45), 10 (10), 35 (95)

			285 (725), 10 (30)
355 (590), 20 (135)			5 (45), 15 (100)

15 (30)	65 (270)	5 (40)	5 (45), 10 (75), 20 (110)
20 (40), 15 (65), 10 (105)			45 (220), 100 (185), 5 (75)

20 (40)	95 (215)	55 (40)	25 (55), 45 (75), 55 (160)
10 (35), 40 (65), 60 (135)			65 (65), 190 (210), 175 (75)

5 (60)	180 (490)	15 (25)	30 (55), 5 (10), 85 (240)
10 (50), 5 (5), 10 (145)			15 (120), 440 (245), 275 (95)

LEGEND

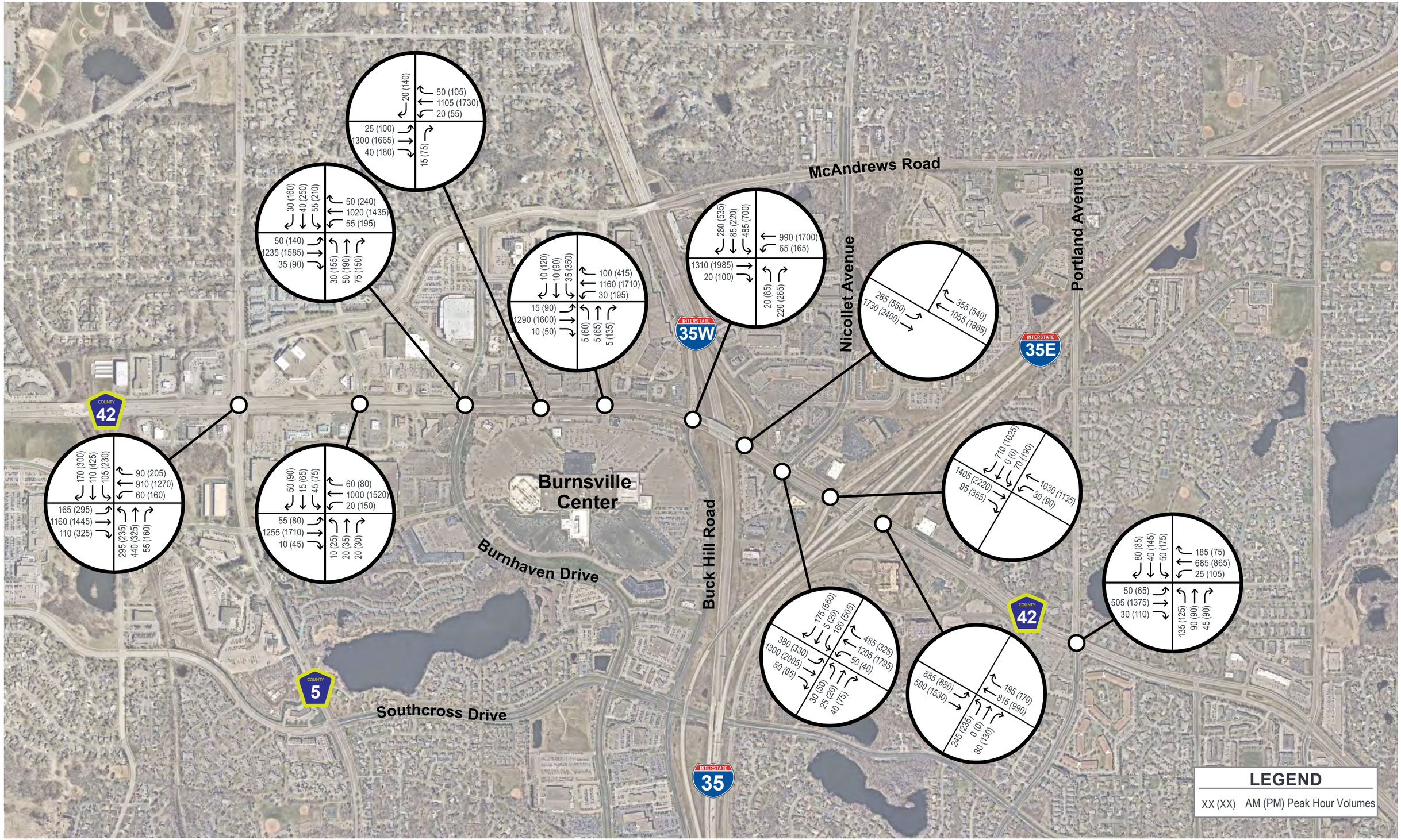
XX (XX) AM (PM) Peak Hour Volumes

Burnsville

Kimley»Horn

EXHIBIT 3A

EXISTING AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Burnsville

Kimley»Horn

EXHIBIT 3B

EXISTING AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

N
NOT TO SCALE

LEGEND

XX (XX) AM (PM) Peak Hour Volumes

McAndrews Road

Nicollet Avenue

Portland Avenue

Burnsville Center

Burnhaven Drive

Buck Hill Road

Southcross Drive

INTERSTATE 35W

INTERSTATE 35E

INTERSTATE 35

COUNTY 42

COUNTY 5

10 (60) 10 (65) | 10 (50) 35 (170) | 25 (45) 70 (135)

40 (125) 55 (255) 10 (75) | 10 (115) 15 (60) 5 (30) | 80 (115) 10 (50) 35 (50) | 15 (70) 75 (230) 10 (20)

5 (25) 165 (460) | 0 (45) 0 (75) | 10 (35) 240 (305)

10 (25) 155 (510) | 5 (20) 0 (15) | 5 (35) 245 (320)

50 (40) 200 (755) 25 (95) | 65 (70) 20 (55) 15 (60) | 45 (115) 15 (70) 10 (45) | 55 (20) 685 (565) 15 (45)

10 (5) 65 (365) 5 (20) | 5 (10) 20 (5) 5 (10) | 0 (10) 5 (5) 5 (10) | 45 (15) 90 (250) 5 (15)

25 (45) 165 (780) 10 (65) | 35 (60) 95 (130) 5 (40) | 40 (65) 80 (160) 60 (270) | 200 (115) 690 (485) 20 (20)

15 (35) 45 (290) 20 (105) | 40 (90) 125 (170) 25 (55) | 10 (25) 105 (210) 10 (25) | 20 (25) 125 (195) 25 (55)

35 (90) 95 (355) 10 (105) | 25 (45) 150 (195) 25 (35) | 65 (65) 60 (265) 15 (60) | 15 (30) 165 (230) 10 (35)

20 (25) 135 (500) | 5 (50) 5 (50) | 10 (35) 245 (305)

20 (60) 30 (110) 10 (75) | 50 (55) 120 (155) 15 (50) | 40 (60) 55 (275) 5 (35) | 15 (20) 90 (65) 25 (35)

Burnsville

Kimley»Horn

EXHIBIT 3C

EXISTING AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

N
NOT TO SCALE

McAndrews Road

Burnsville Center

Burnhaven Drive

Southcross Drive

Buck Hill Road

Nicollet Avenue

Portland Avenue

INTERSTATE 35W

INTERSTATE 35E

INTERSTATE 35

COUNTY 42

COUNTY 5

LEGEND

XX Saturday Peak Hour Volumes

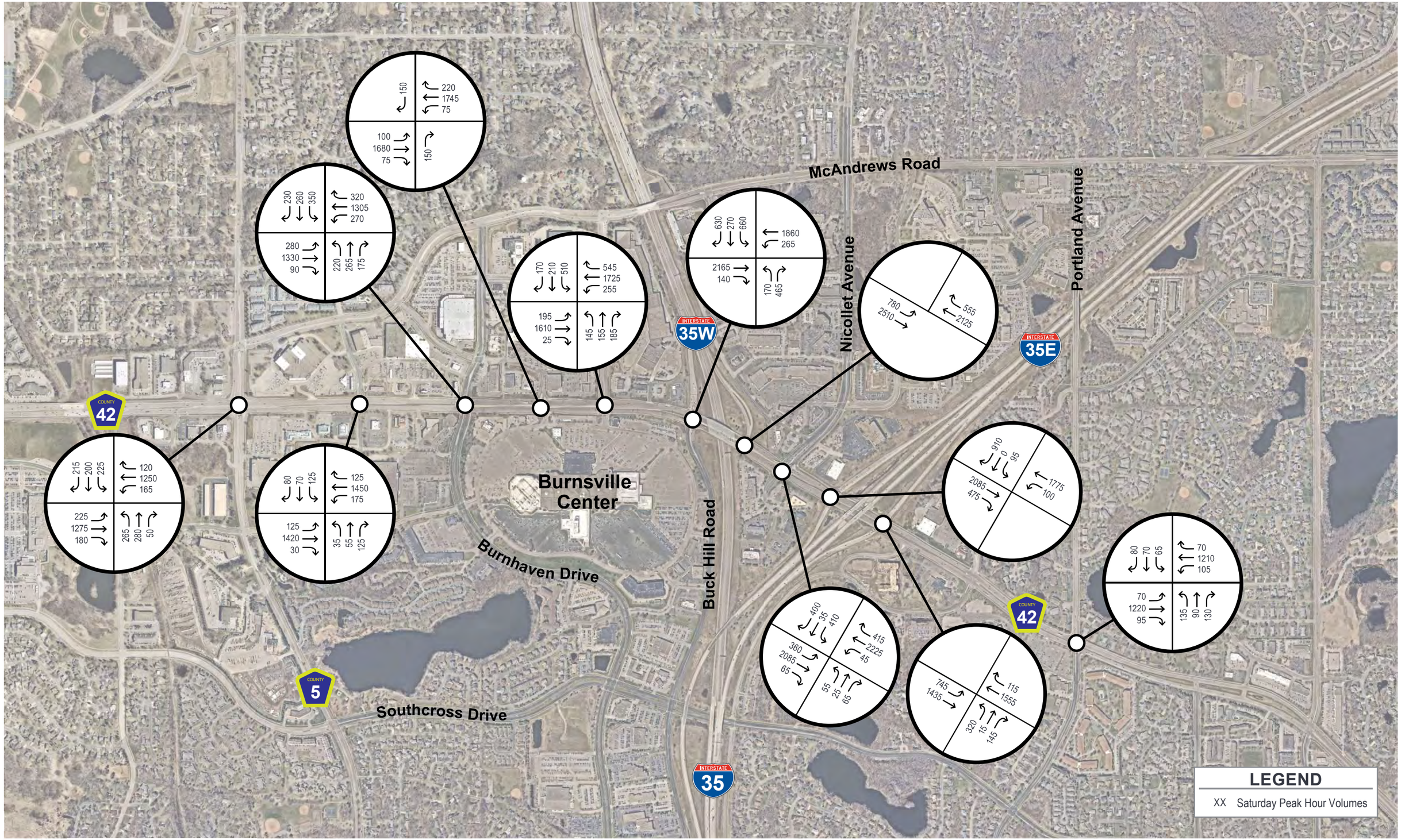
Burnsville

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EXHIBIT 4A

EXISTING SATURDAY VOLUMES

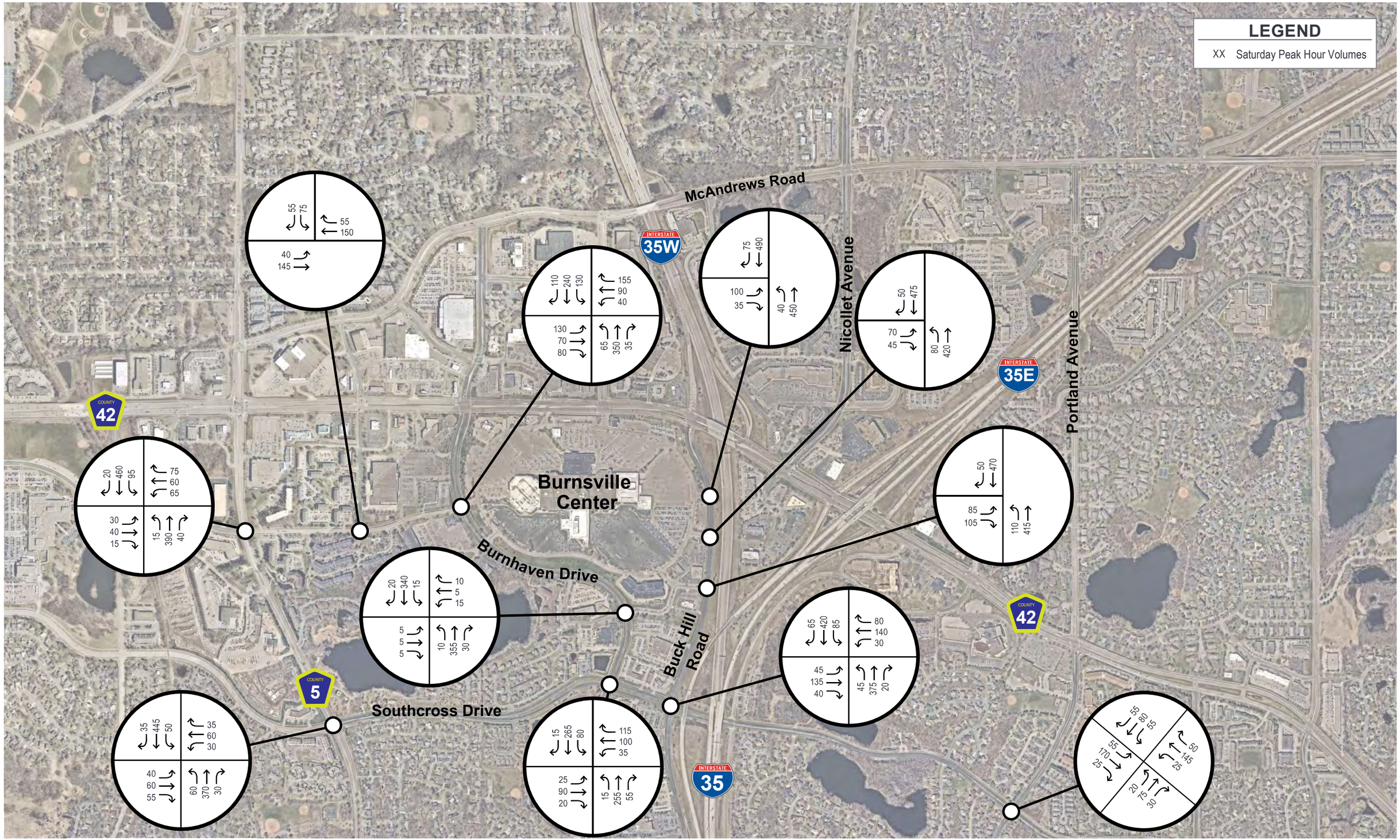
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 4B

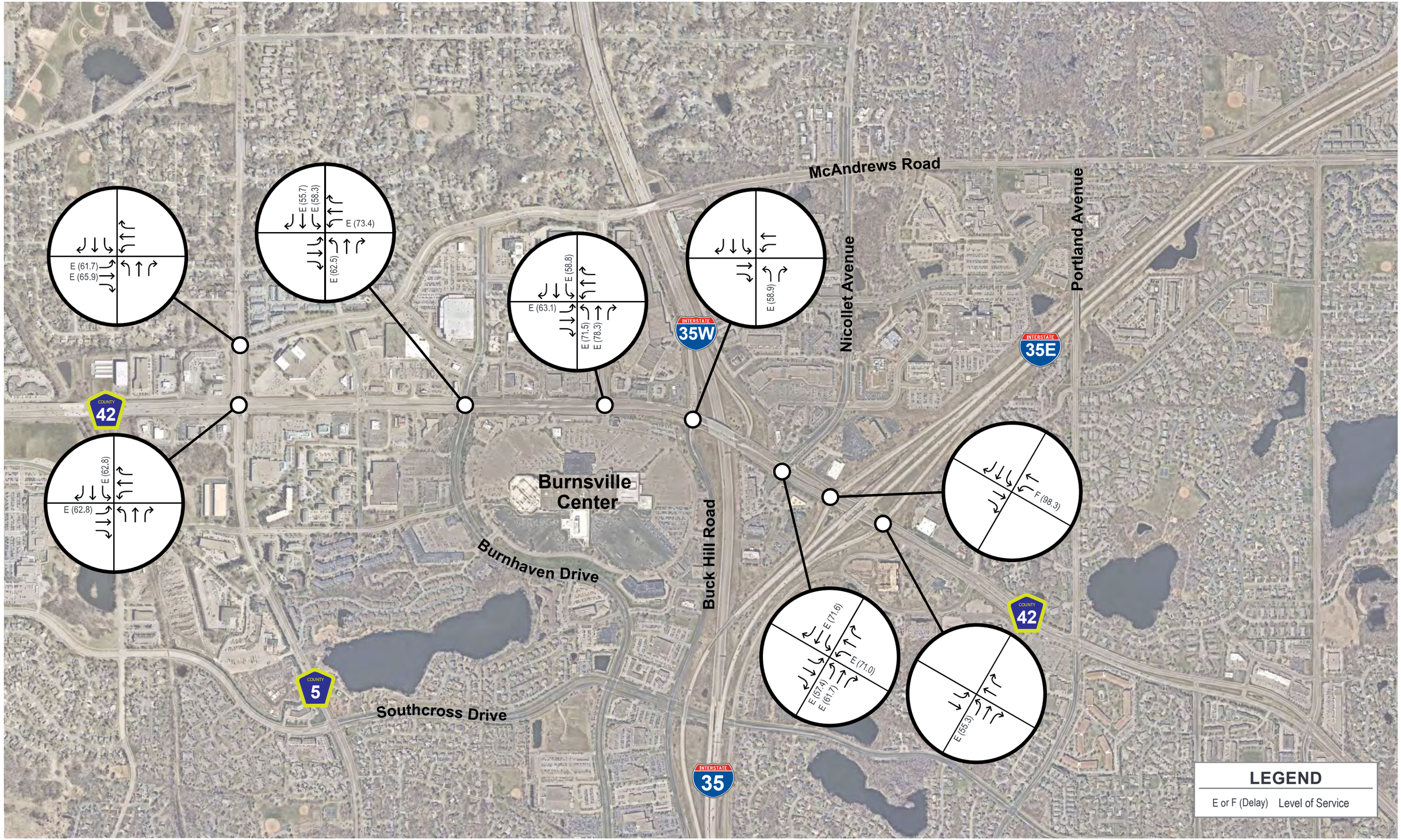
EXISTING SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 4C

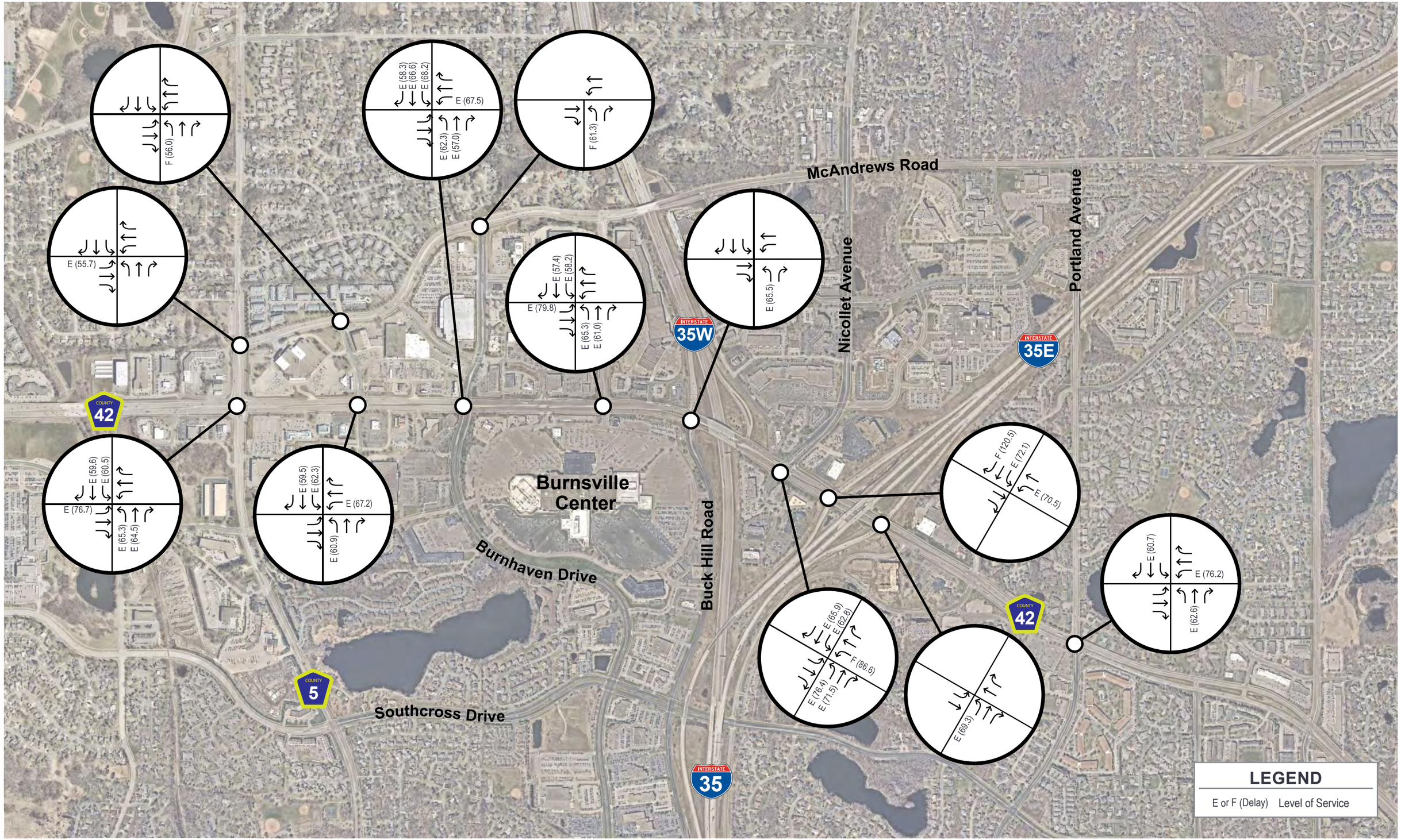
EXISTING SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 5

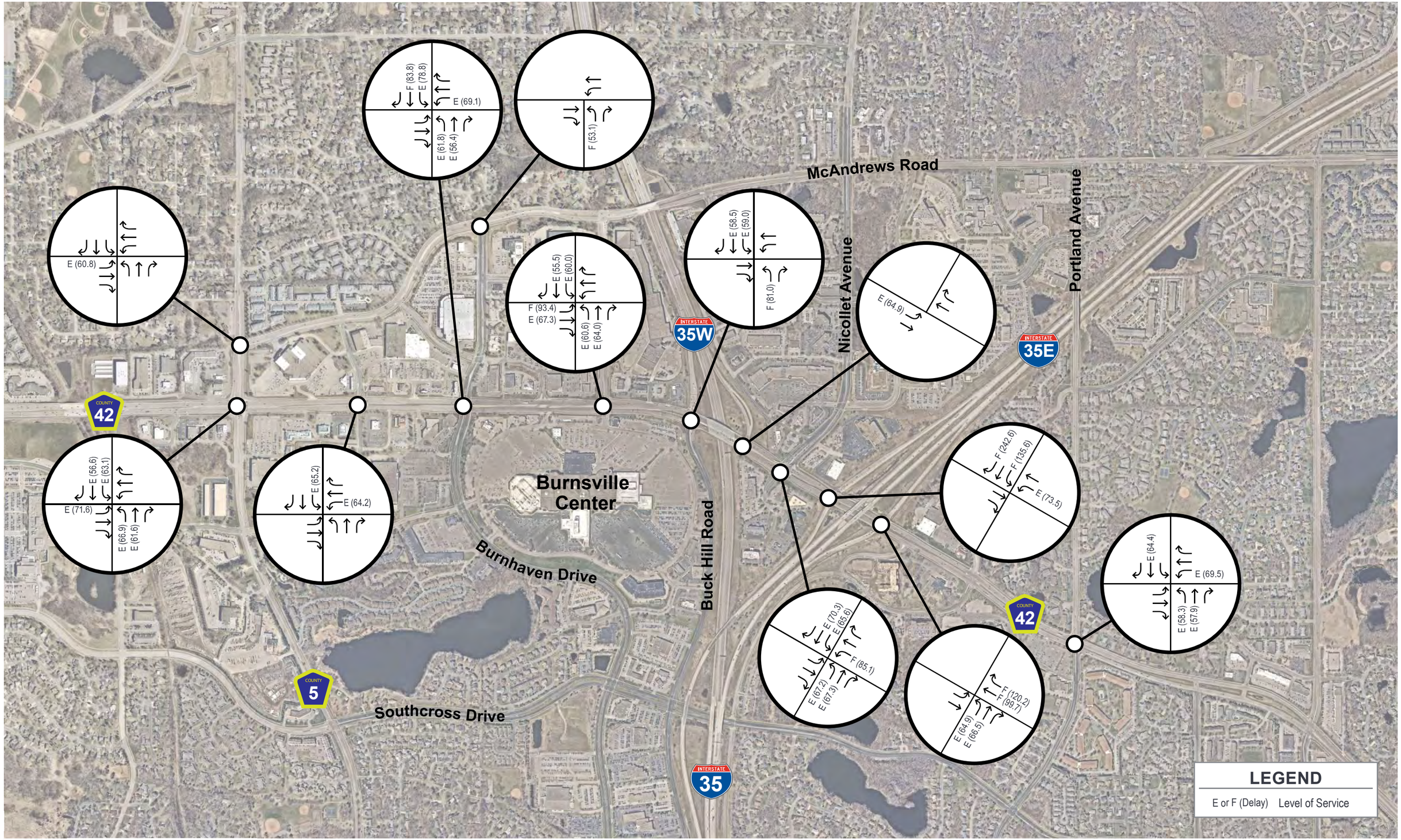
EXSITING AM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 6

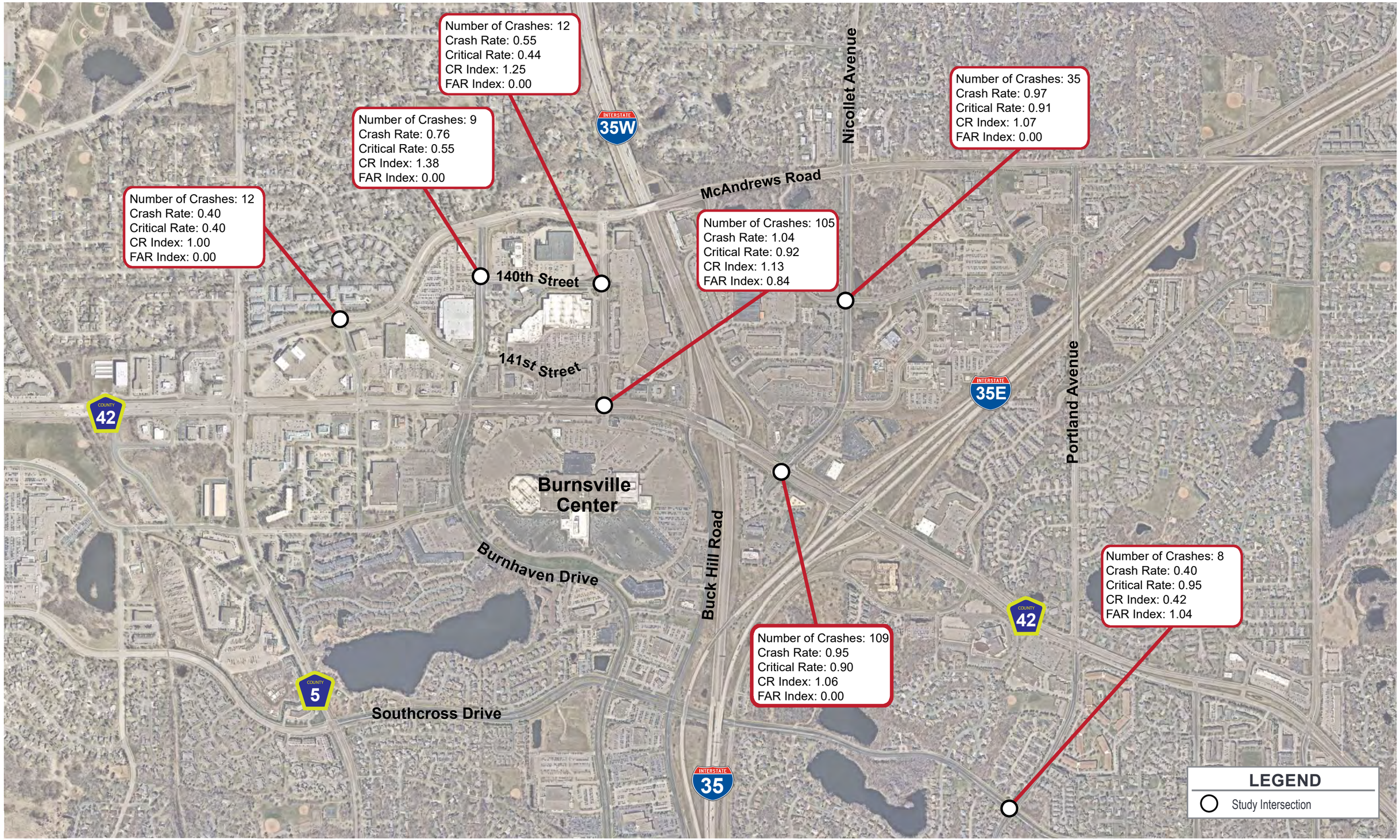
EXSITING PM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 7

EXSITING SATURDAY PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



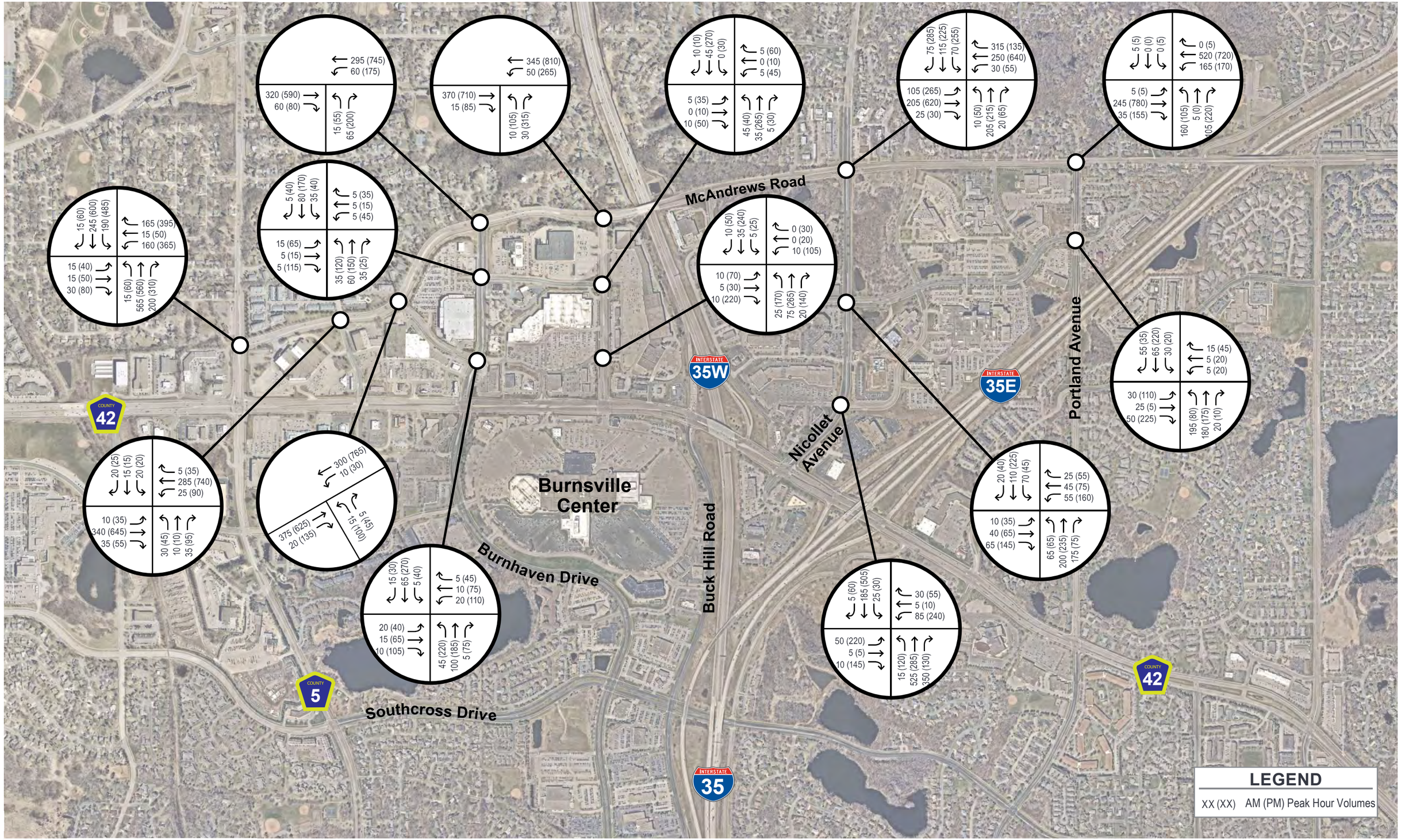
Burnsville

Kimley»Horn

EXHIBIT 8

CRASH ANALYSIS SUMMARY

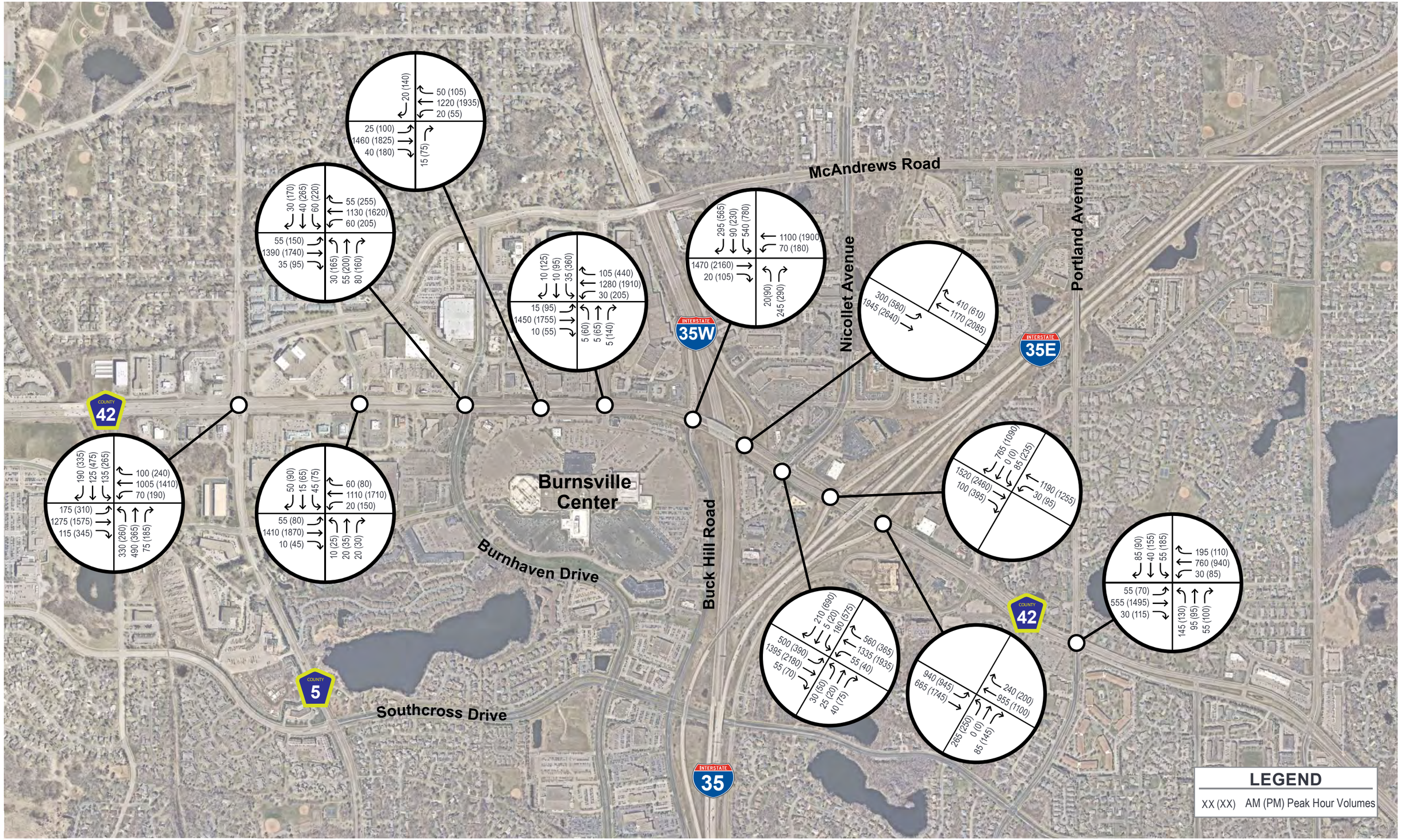
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 9A

2030 NO BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

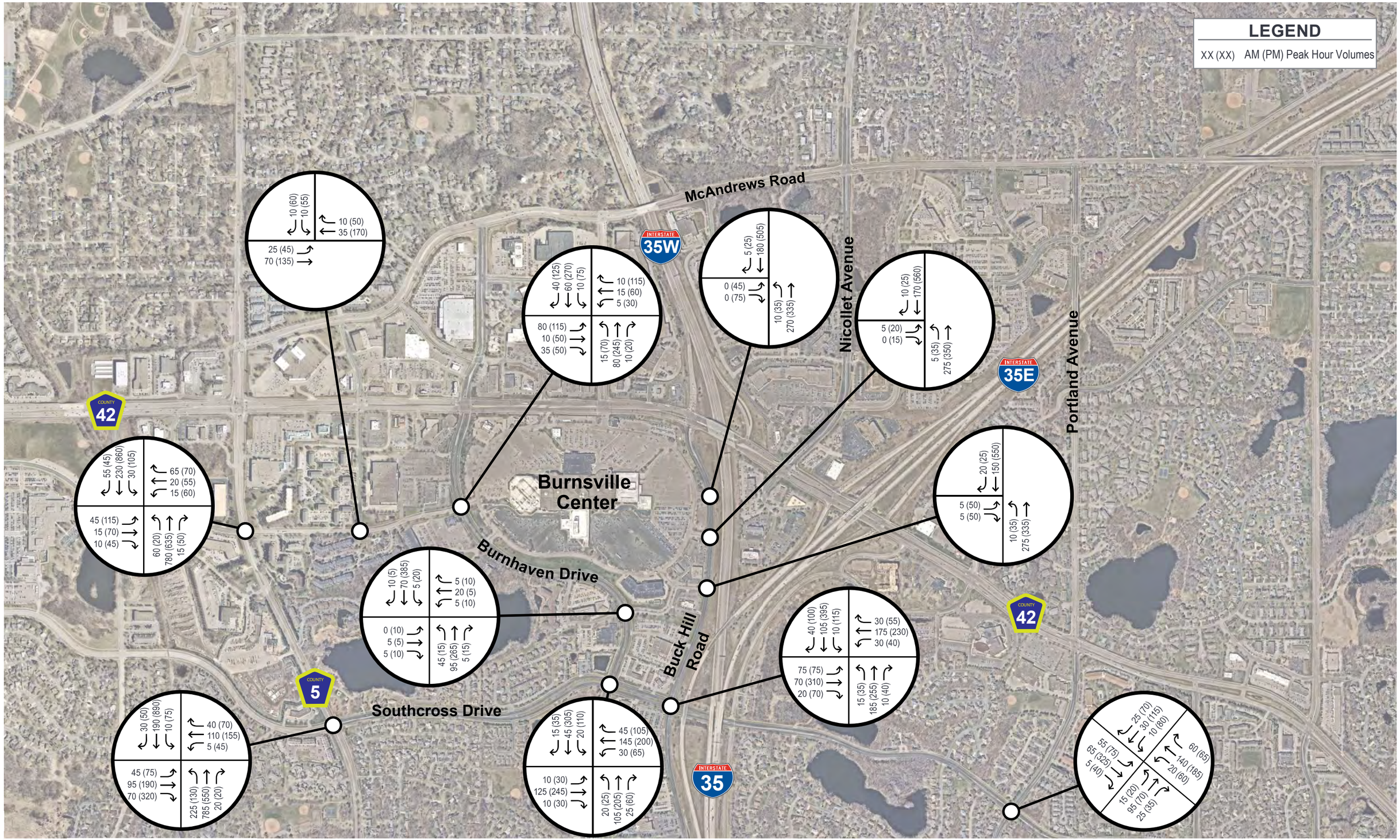


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EXHIBIT 9B

2030 NO BUILD AM PM PEAK VOLUMES

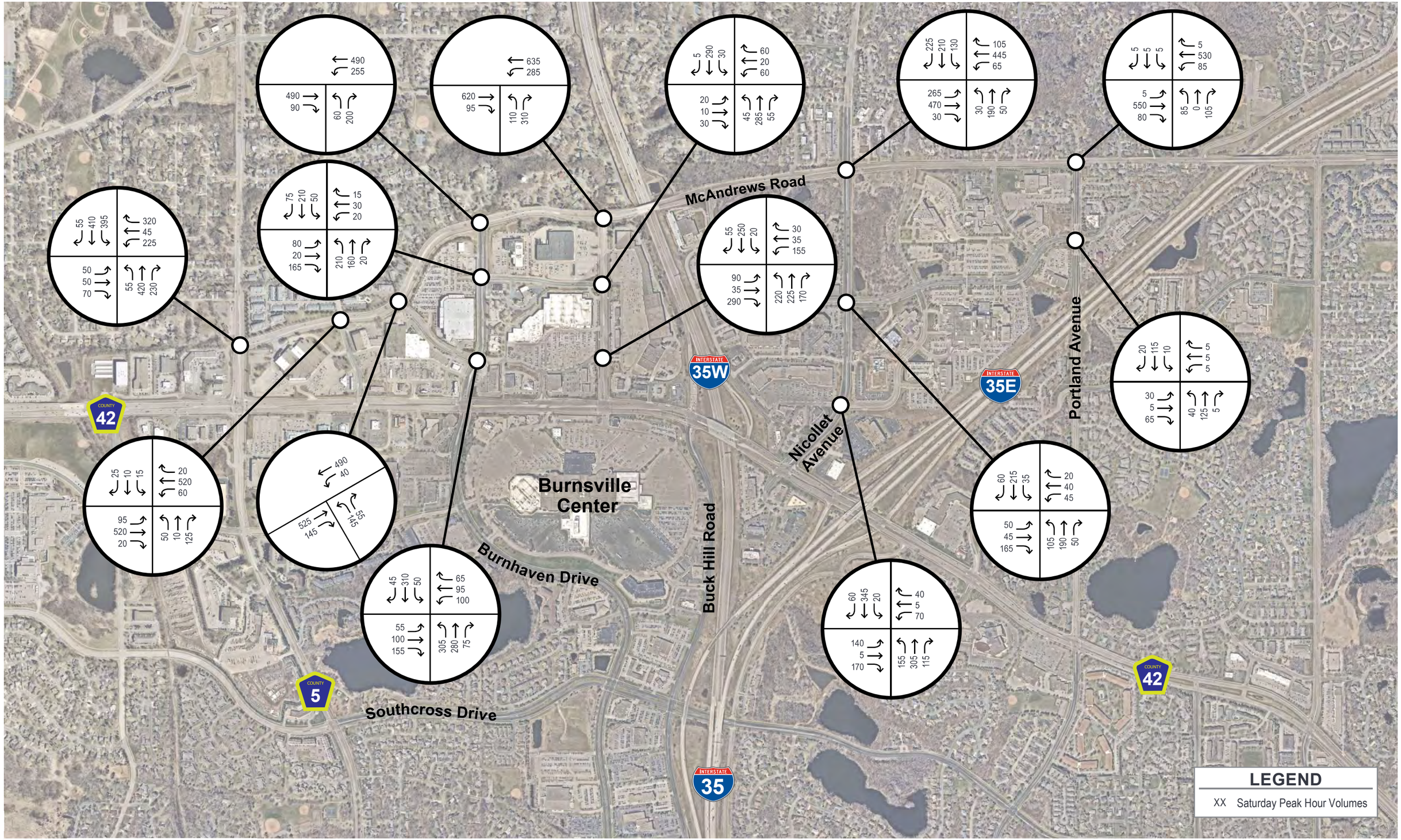
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 9C

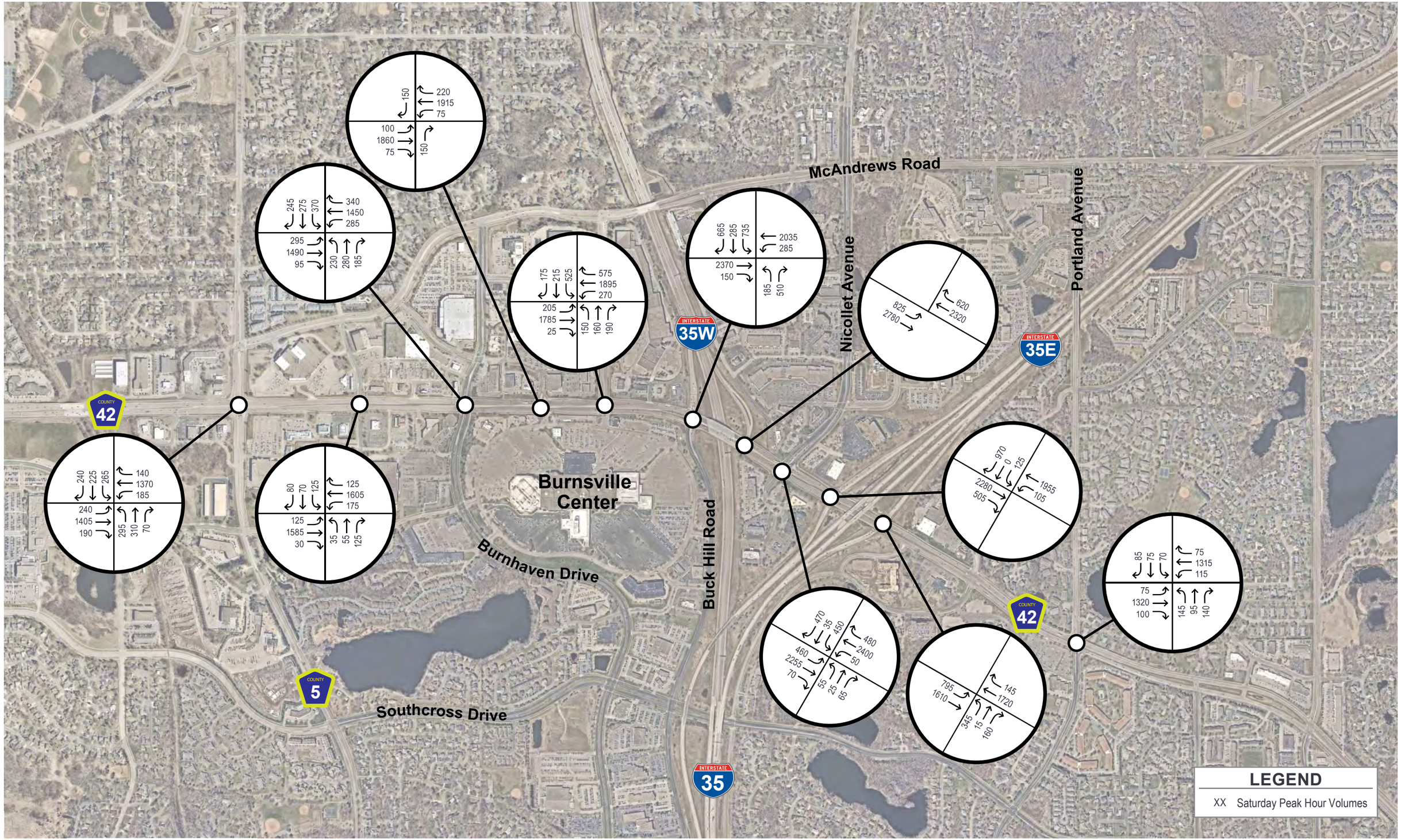
2030 NO BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 10A

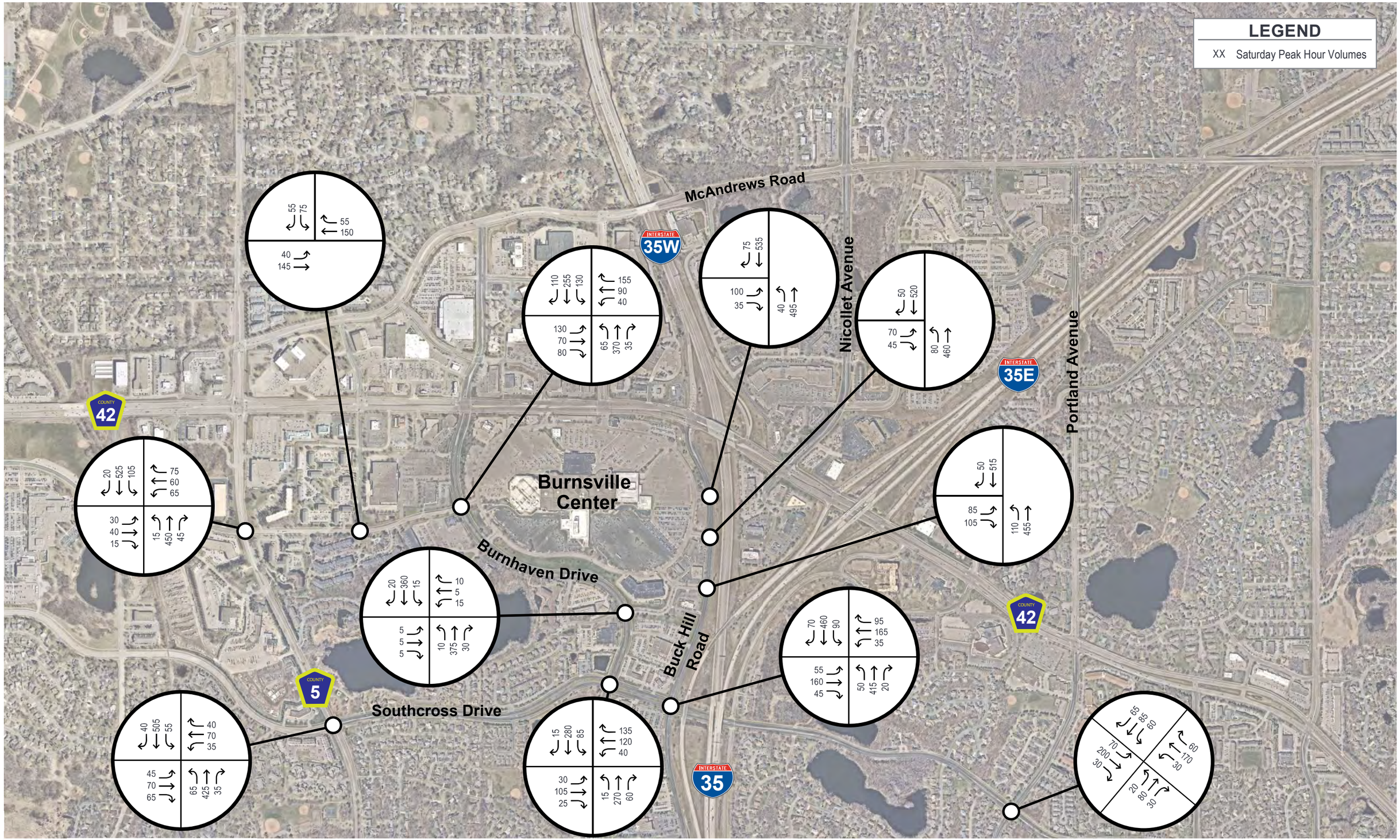
2030 NO BUILD SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 10B

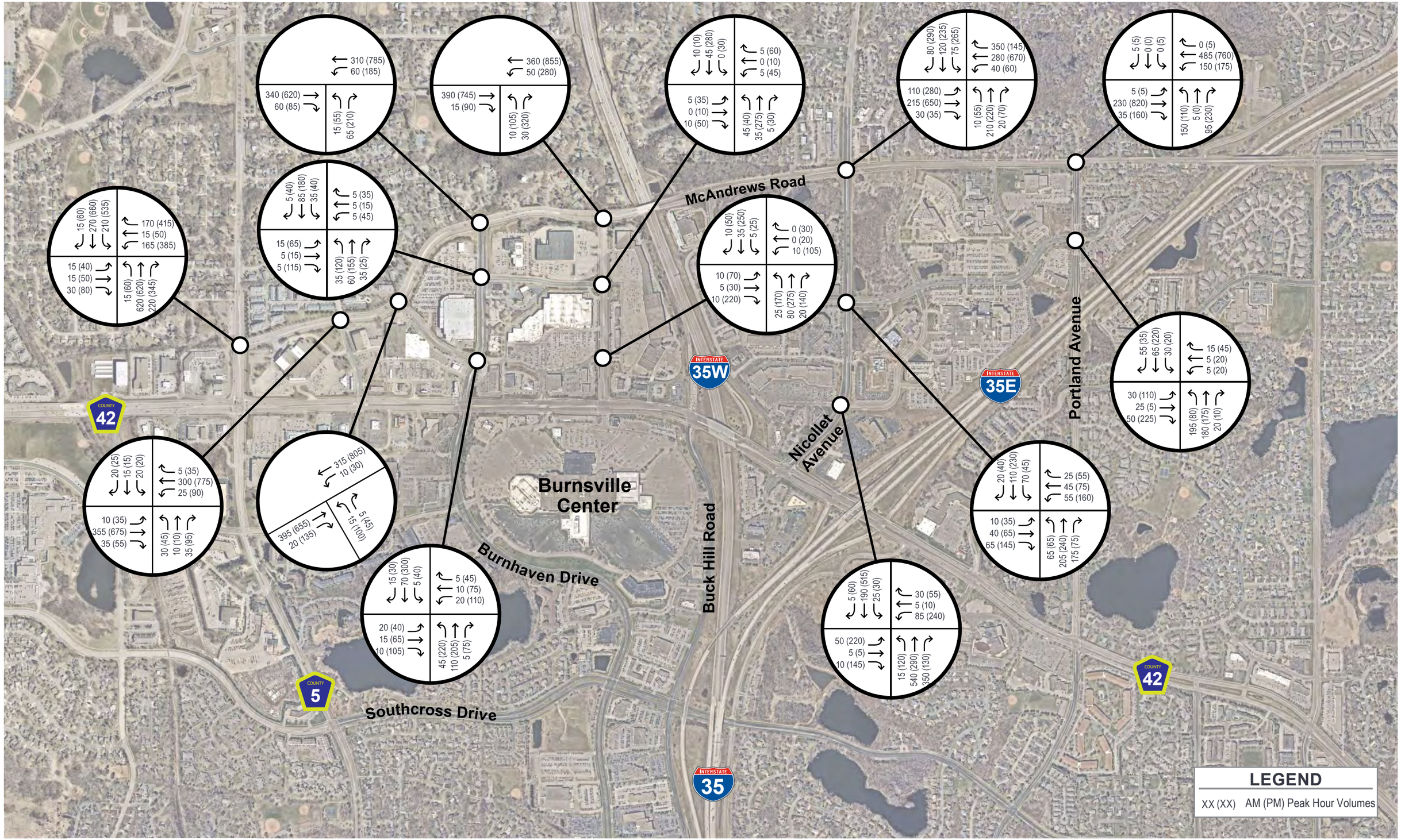
2030 NO BUILD SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



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EXHIBIT 10C

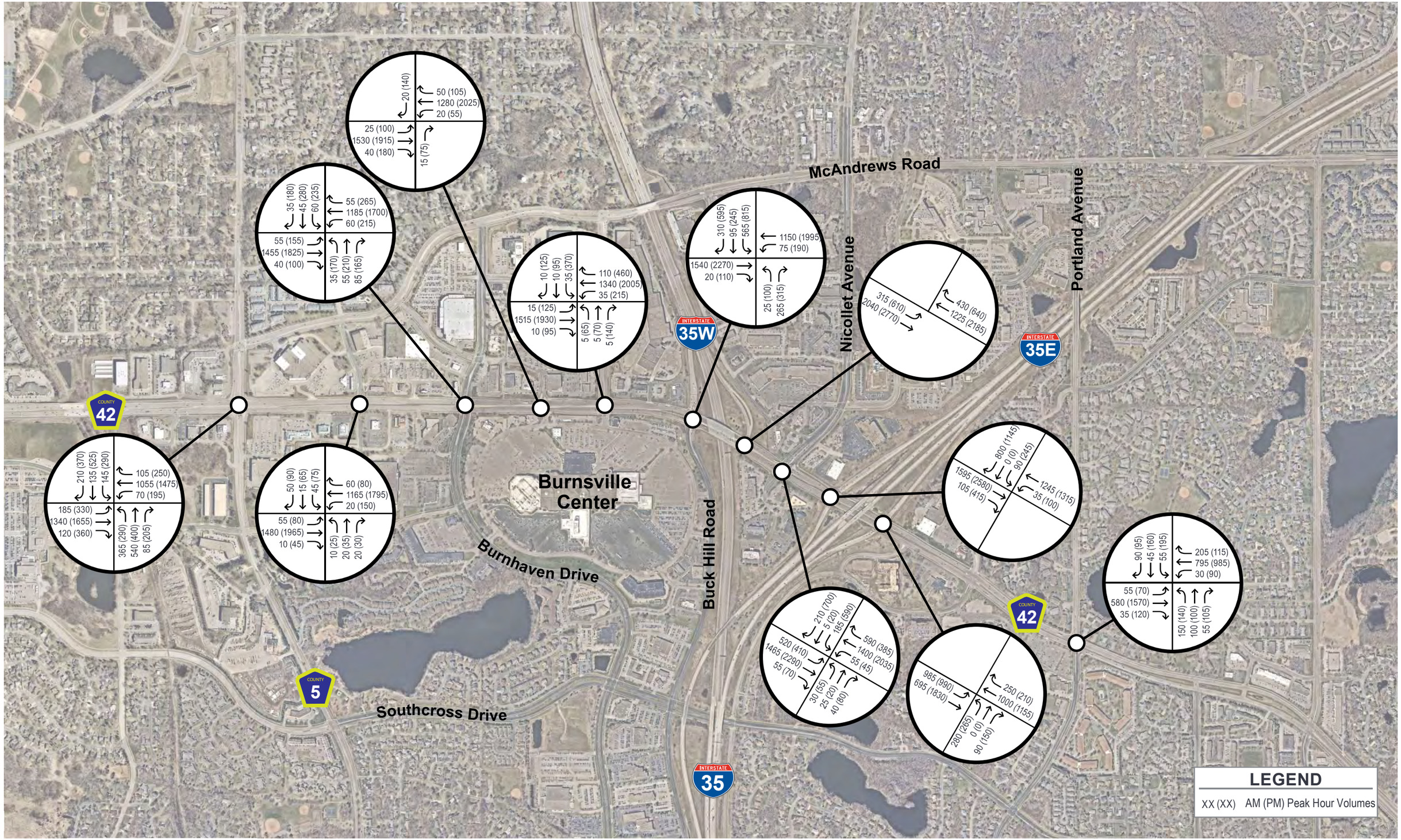
2030 NO BUILD SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 11A

2040 NO BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

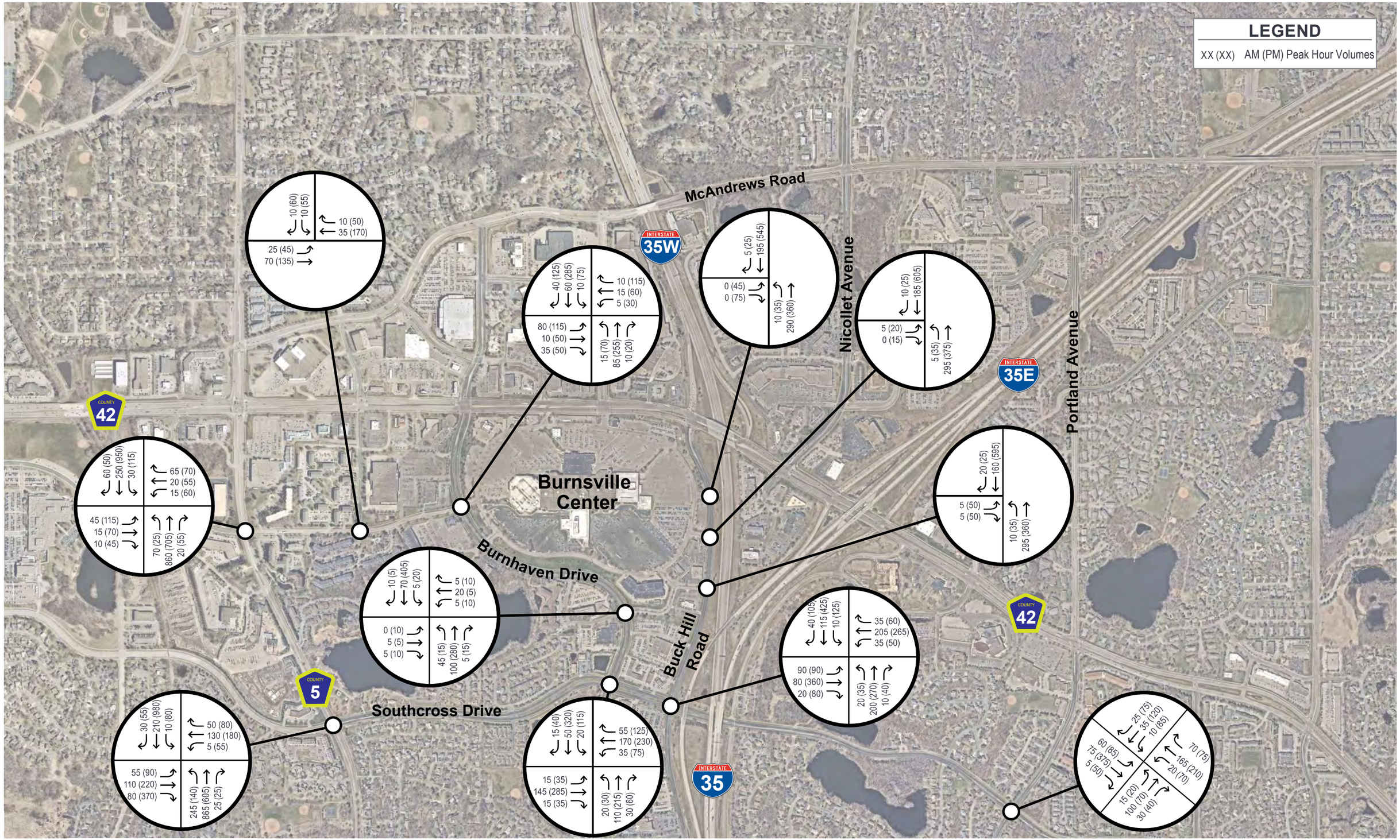


Burnsville

Kimley»Horn

EXHIBIT 11B

2040 NO BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

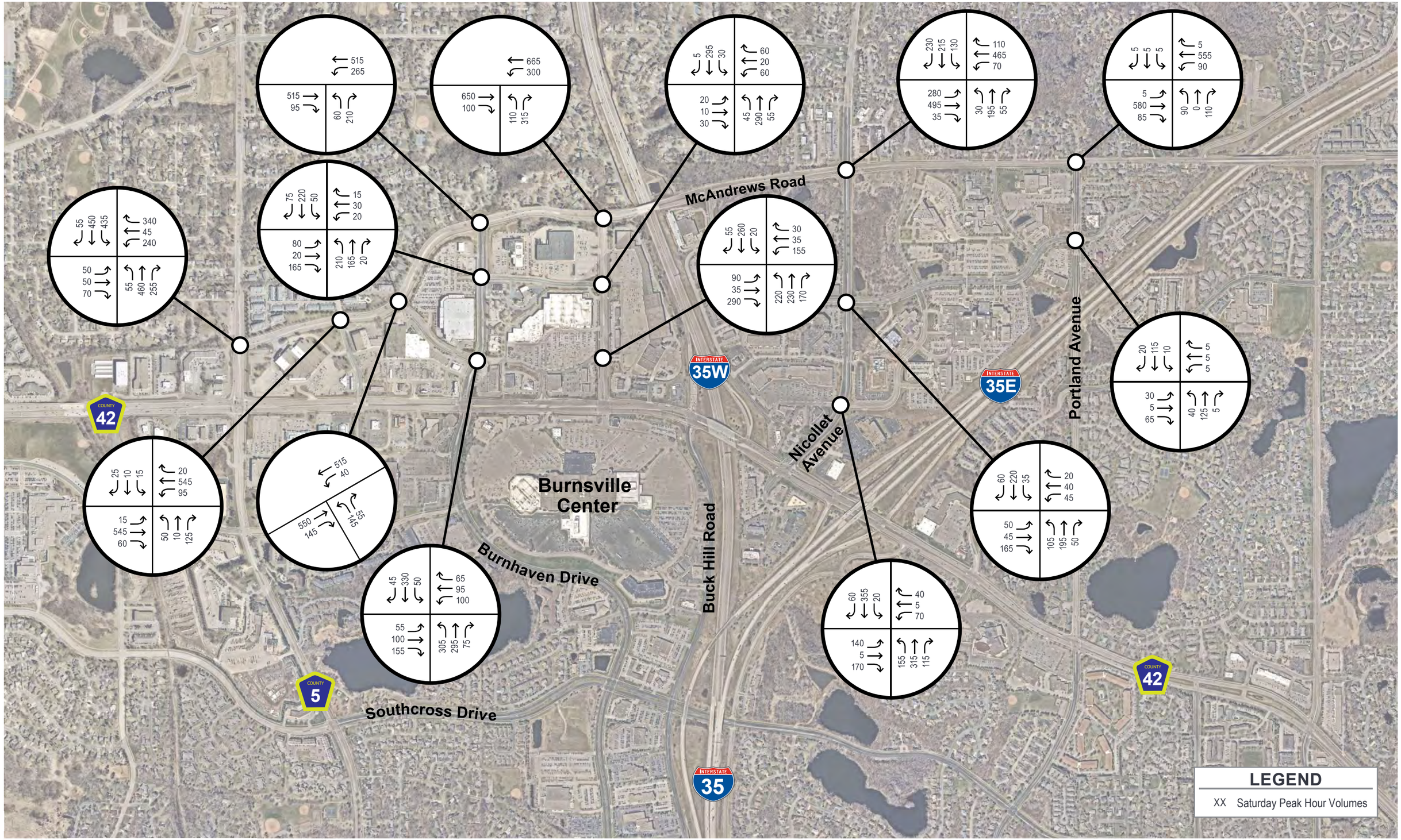


Burnsville

Kimley»Horn

EXHIBIT 11C

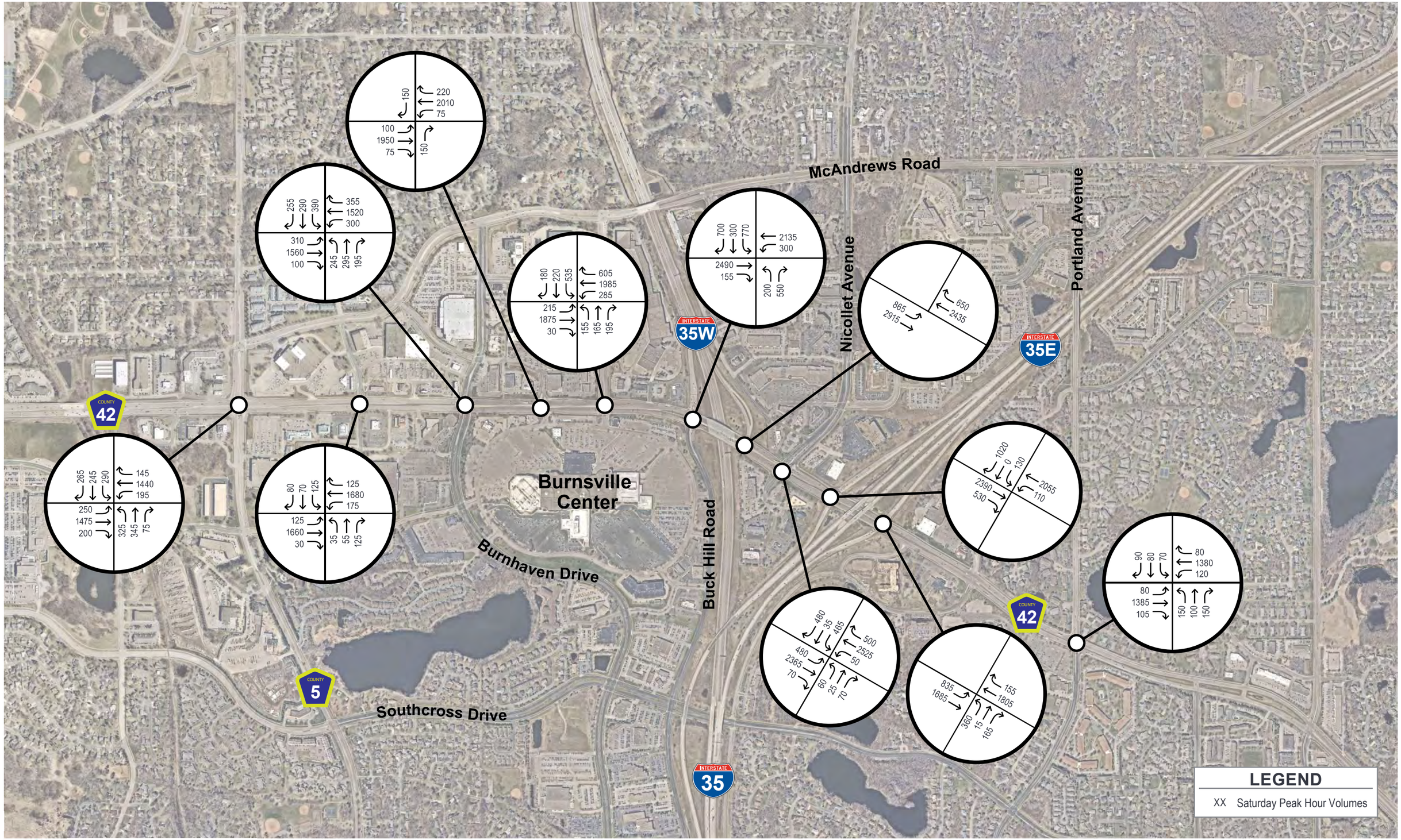
2040 NO BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 12A

2040 NO BUILD SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



LEGEND

XX Saturday Peak Hour Volumes

Burnsville

Kimley»Horn

EXHIBIT 12B

2040 NO BUILD SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY

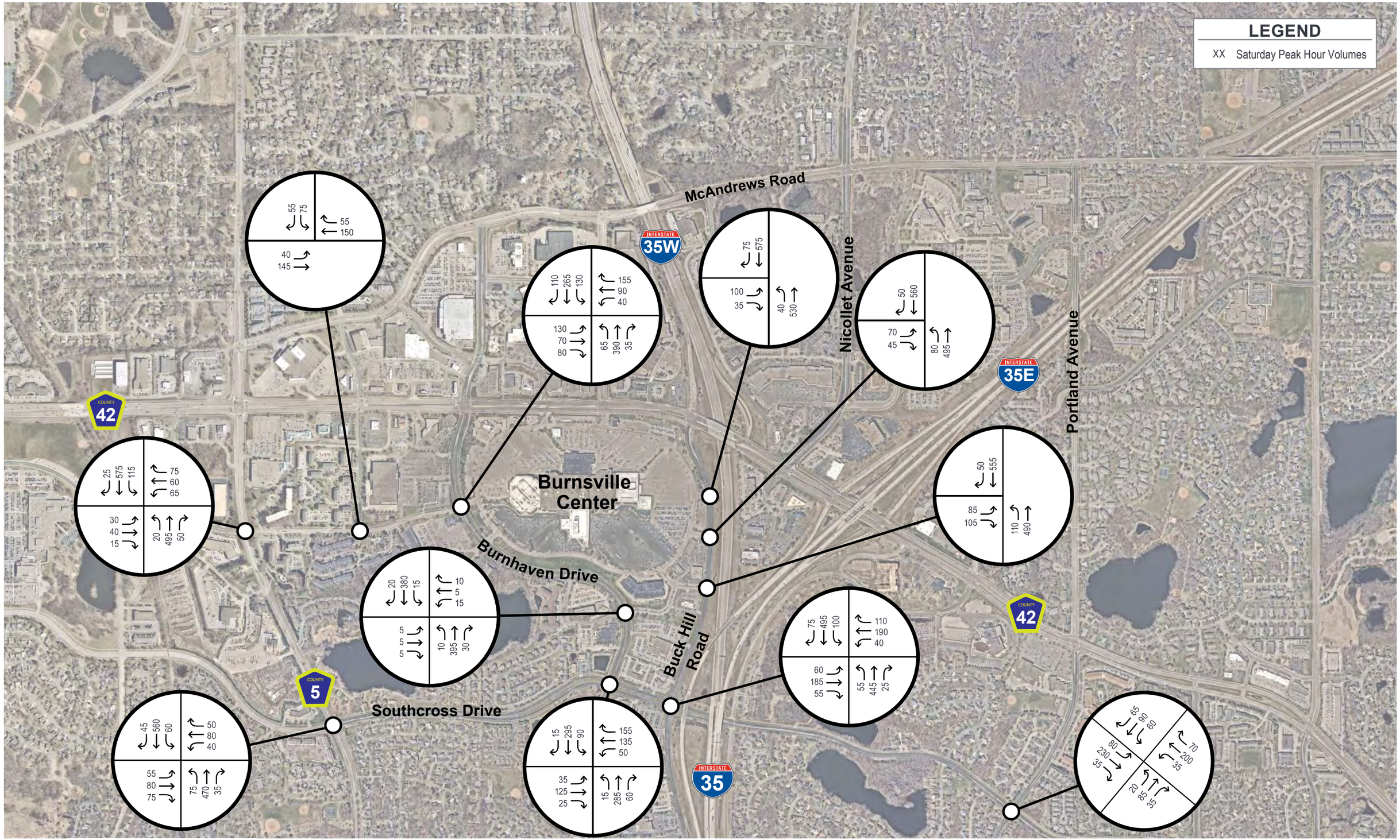
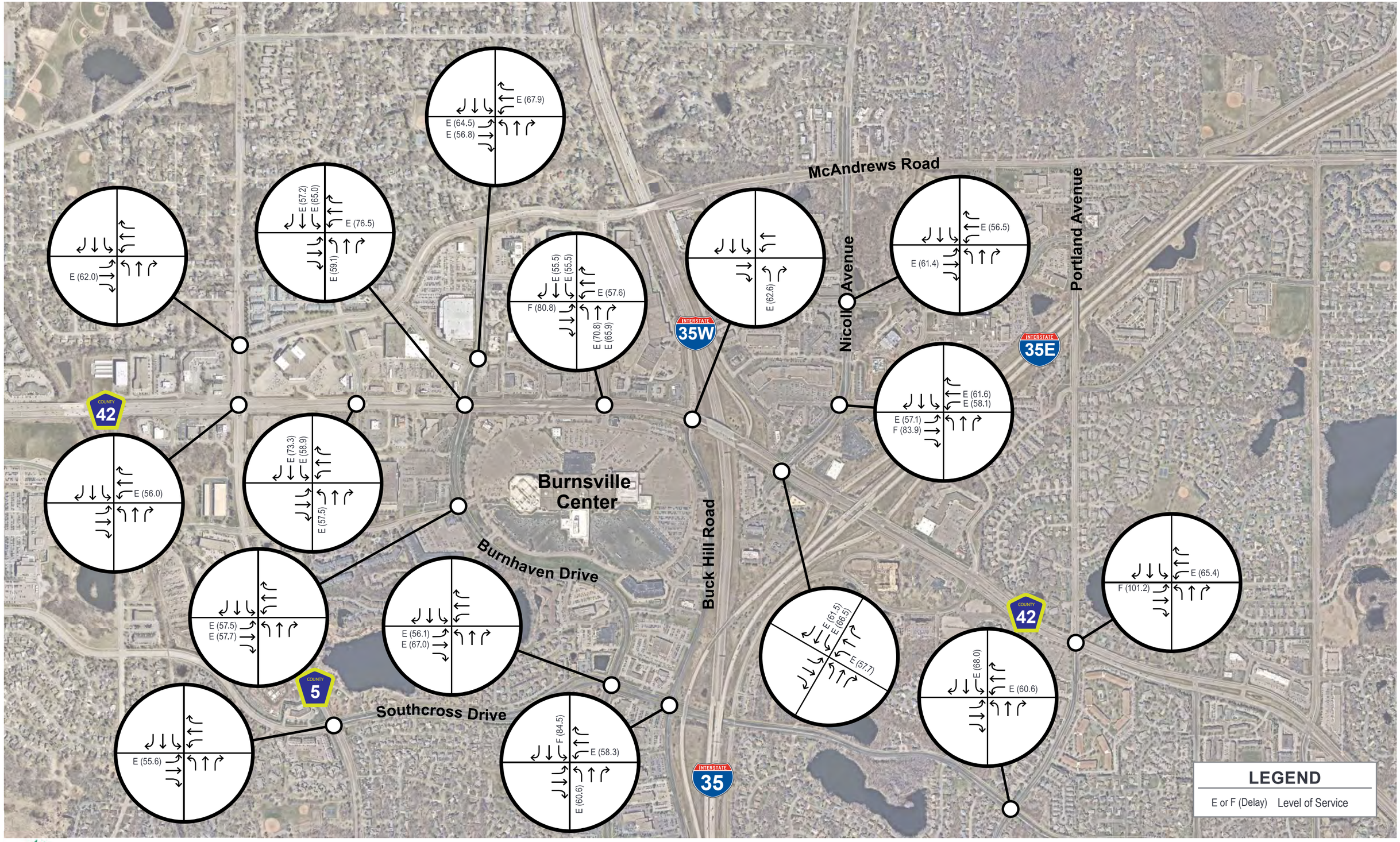


EXHIBIT 12C

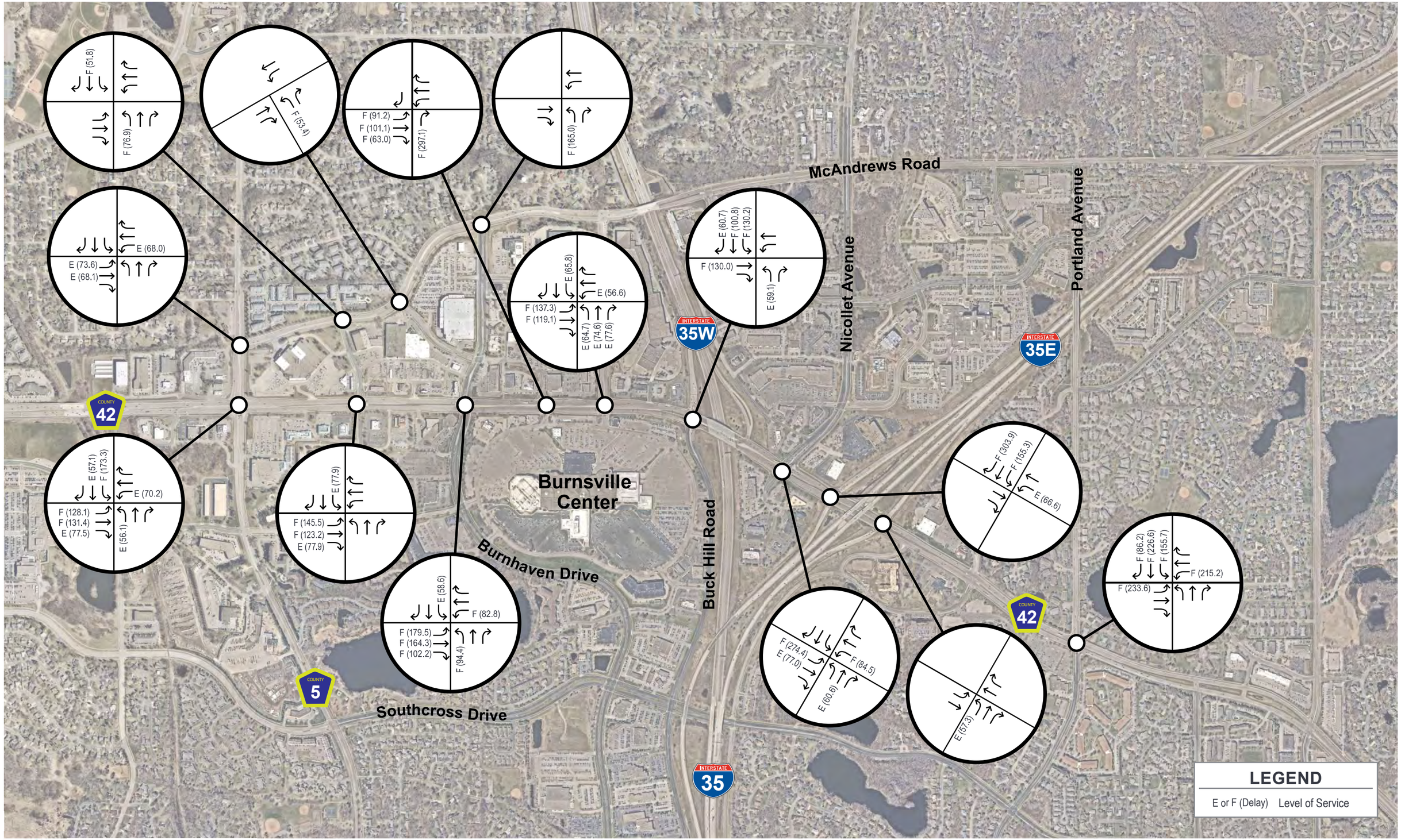
2040 NO BUILD SATURDAY VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 13

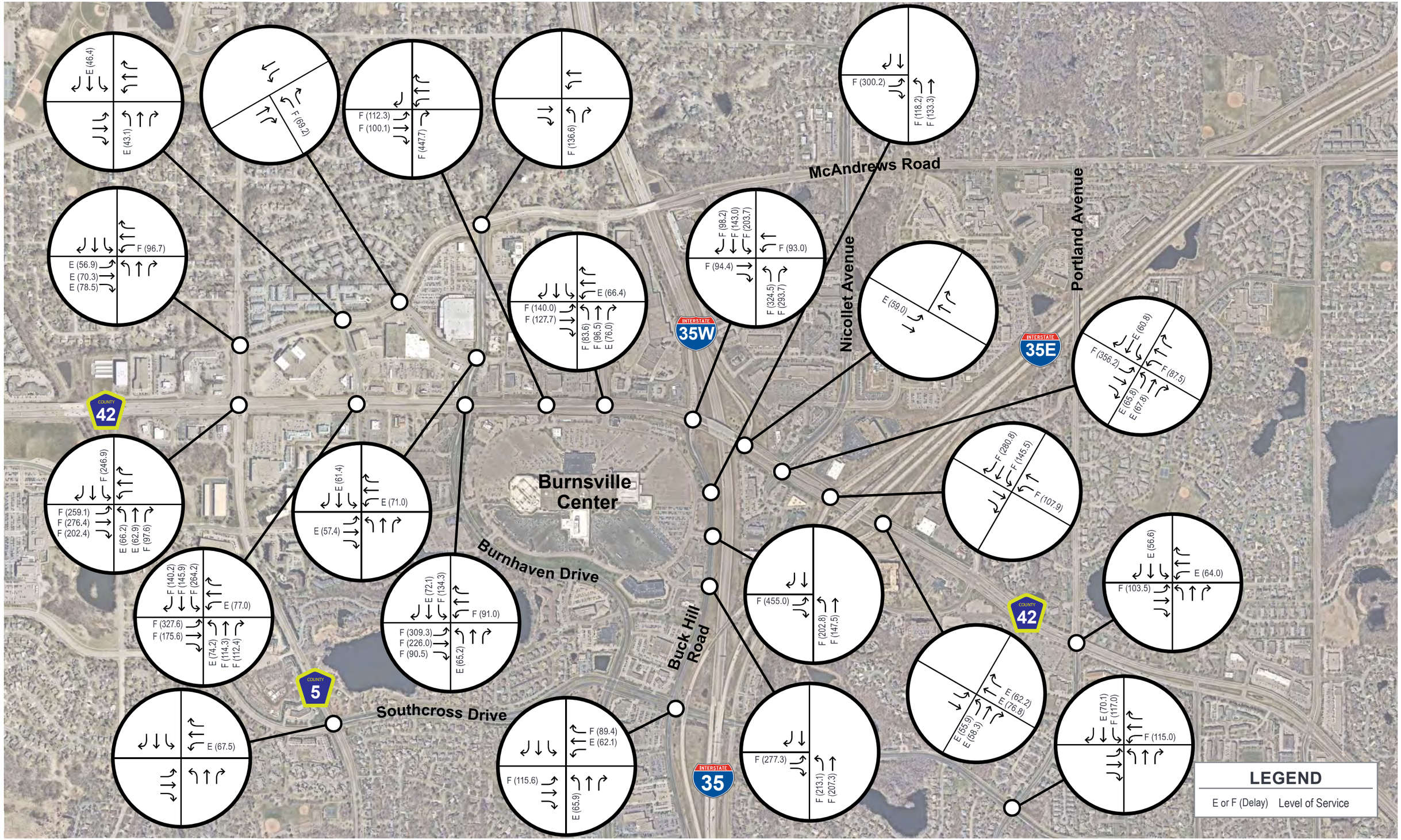
2030 NO BUILD AM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 14

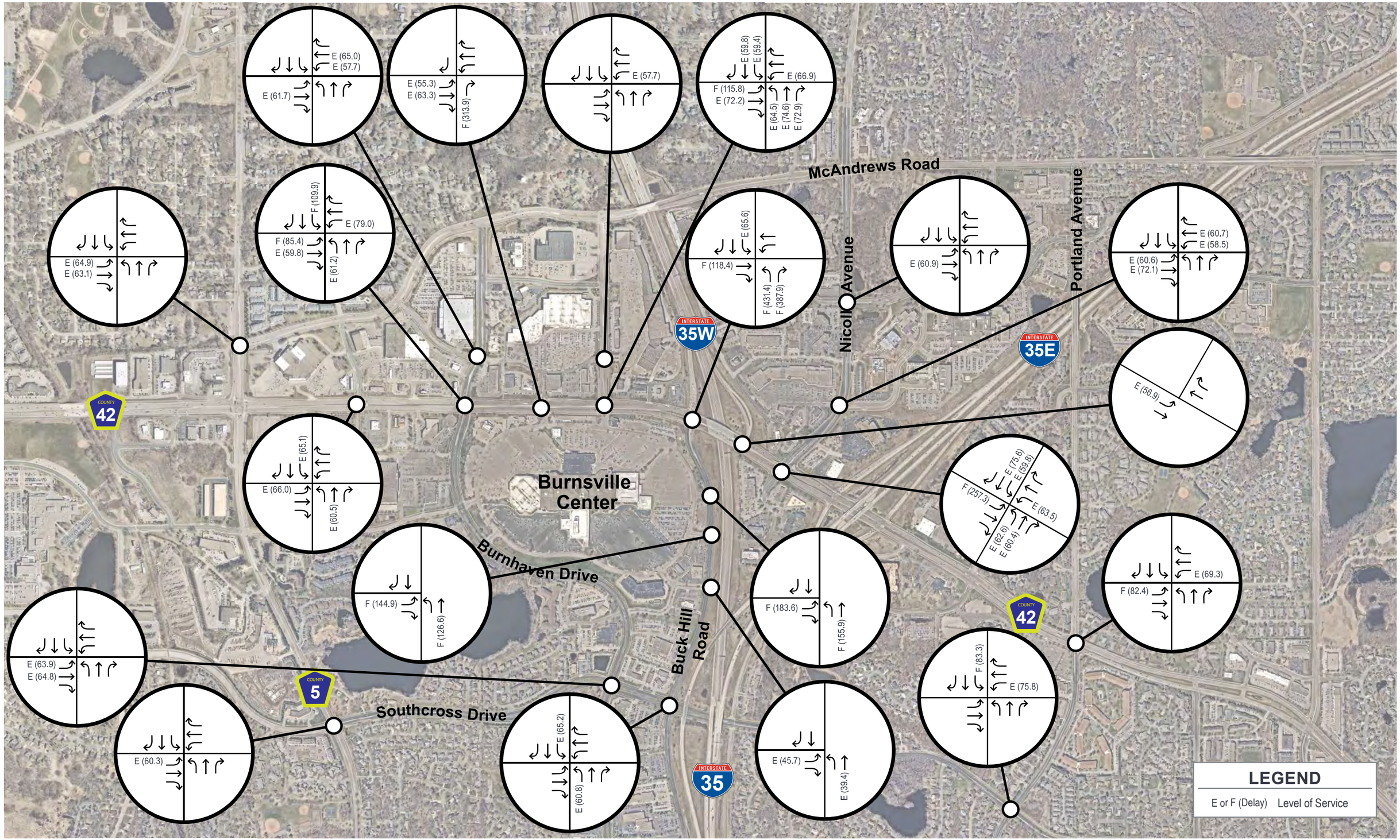
2030 NO BUILD PM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 15

2030 NO BUILD SATURDAY PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

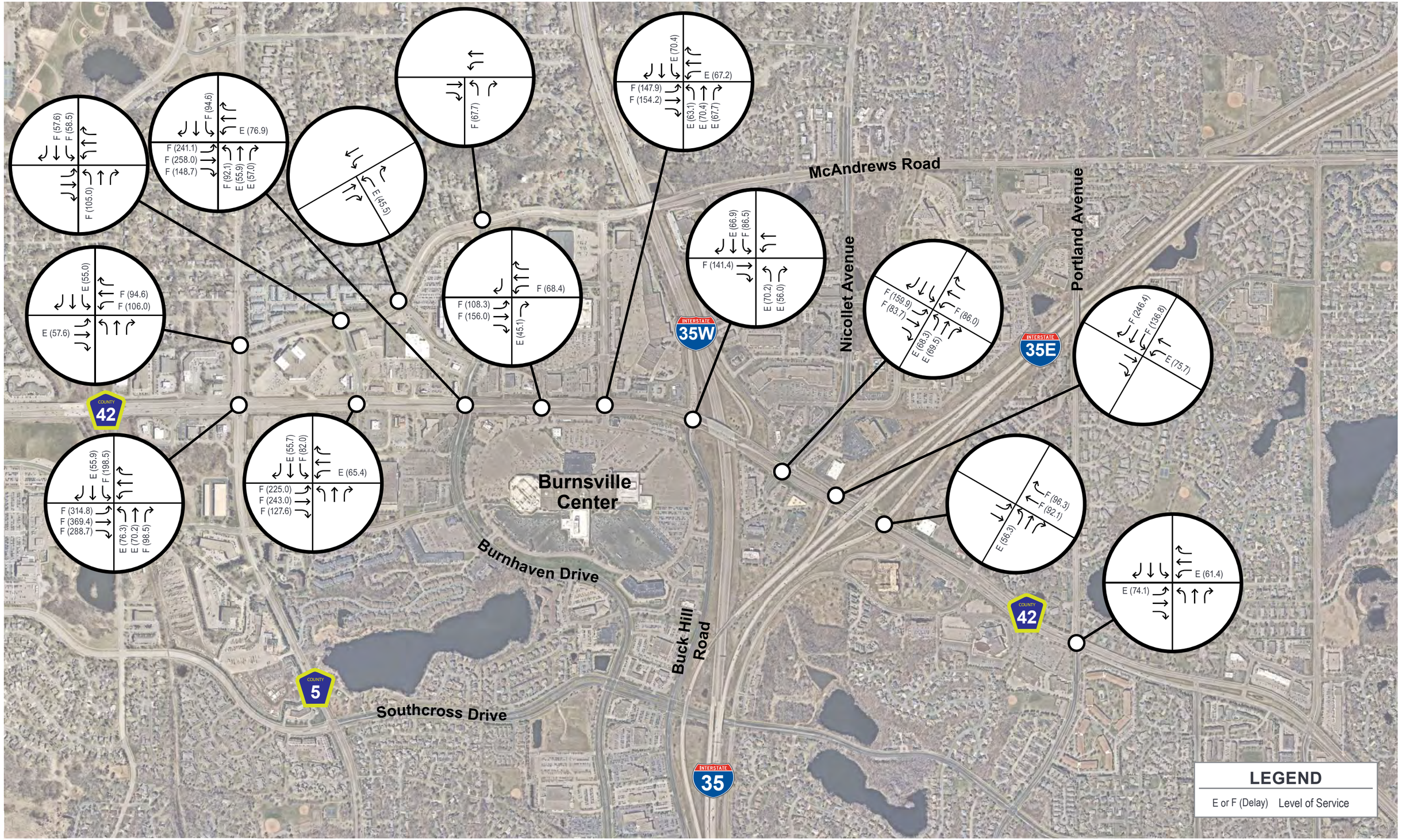


Burnsville

Kimley»Horn

EXHIBIT 16

2040 NO MITIGATION / NO ACTION AM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

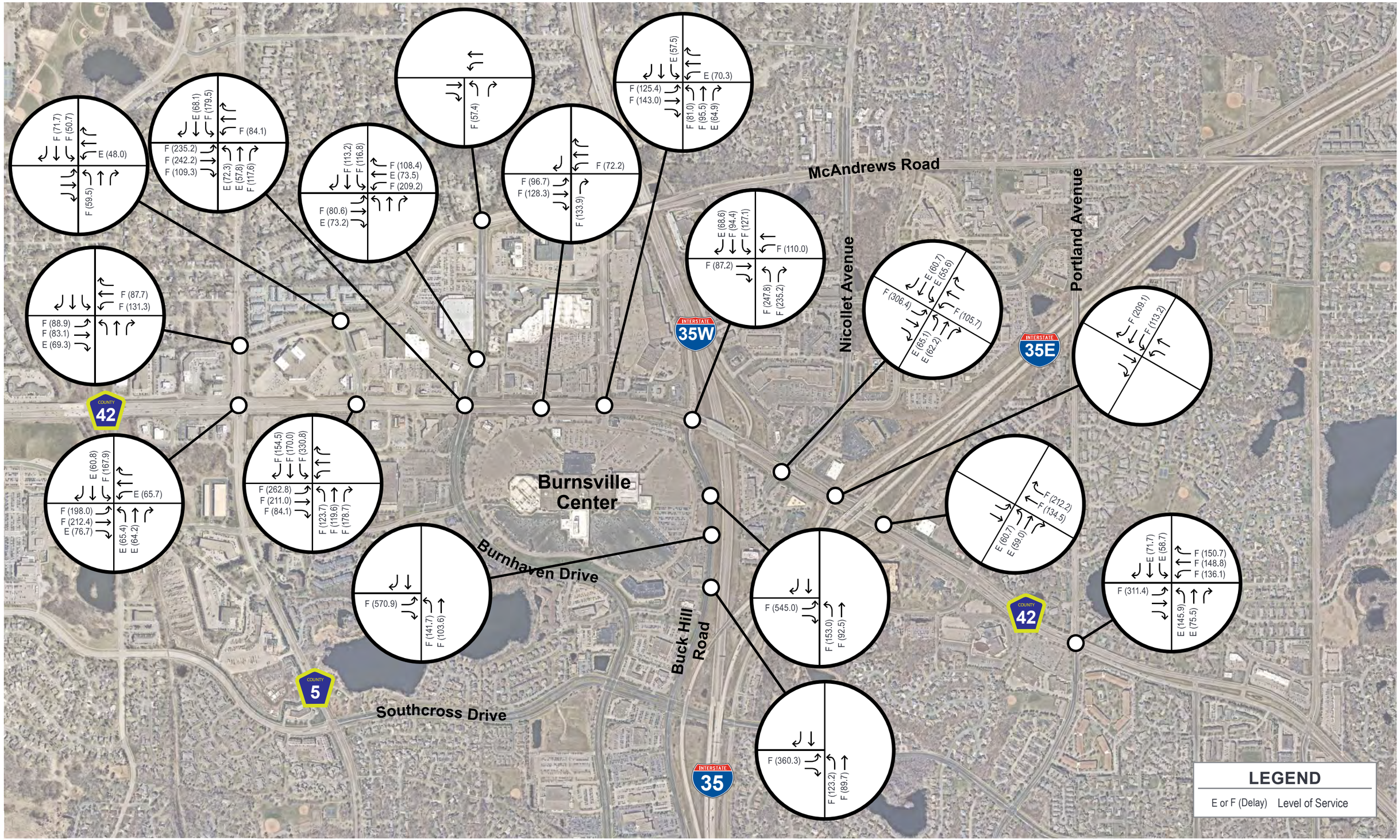


Burnsville

Kimley»Horn

EXHIBIT 17

2040 NO MITIGATION / NO ACTION PM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



Burnsville

Kimley»Horn

EXHIBIT 18

2040 NO MITIGATION / NO ACTION SATURDAY PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

N
NOT TO SCALE

7%

15%

3%

12%

20%

20%

8%

15%

McAndrews Road

Nicollet Avenue

Portland Avenue

Burnsville Center

Burnhaven Drive

Buck Hill Road

Southcross Drive

COUNTY 38

COUNTY 42

COUNTY 5

INTERSTATE 35W

INTERSTATE 35E

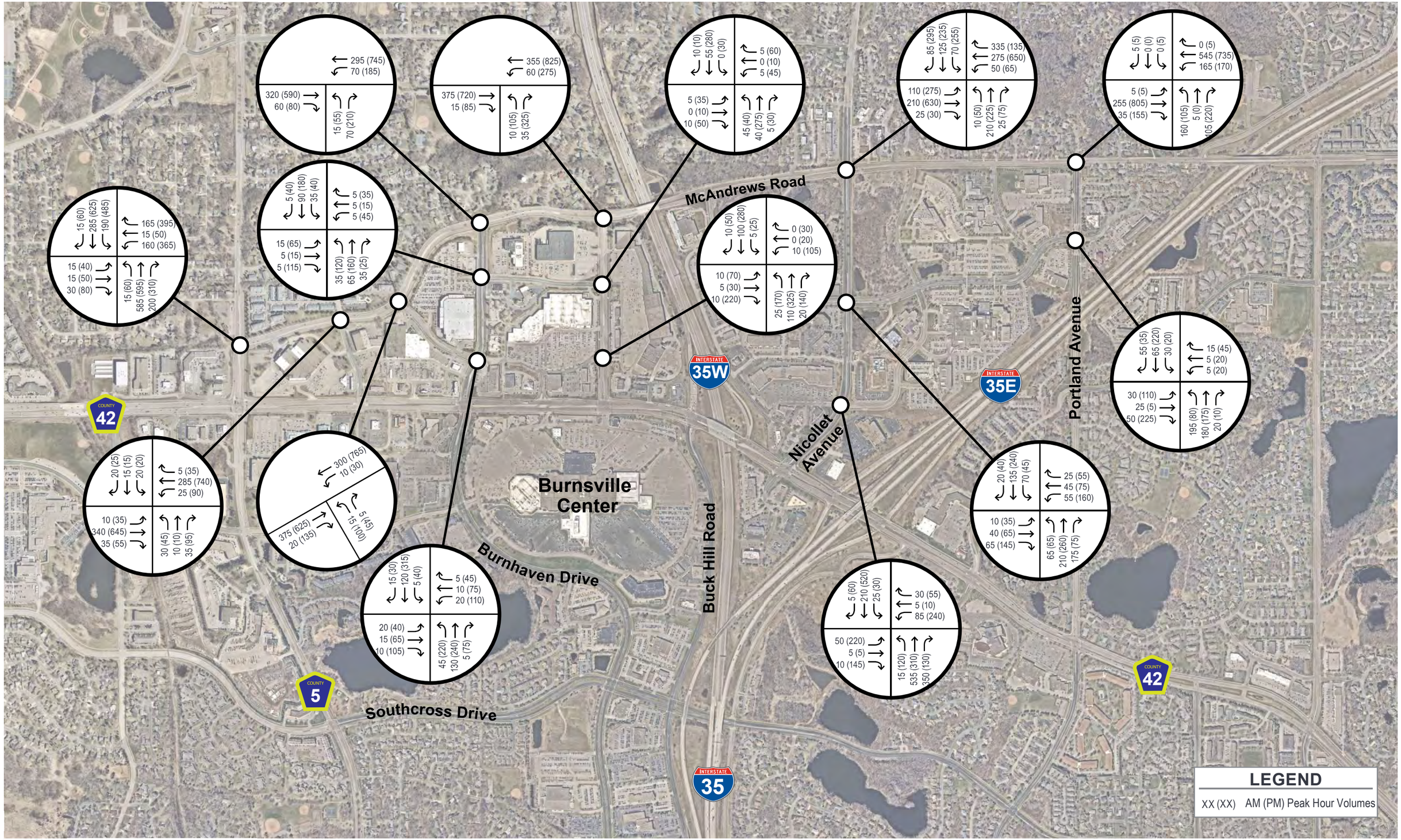
INTERSTATE 35

Burnsville

Kimley»Horn

EXHIBIT 19

BURNSVILLE CENTER DISTRIBUTION
CENTER VILLAGE TRAFFIC STUDY

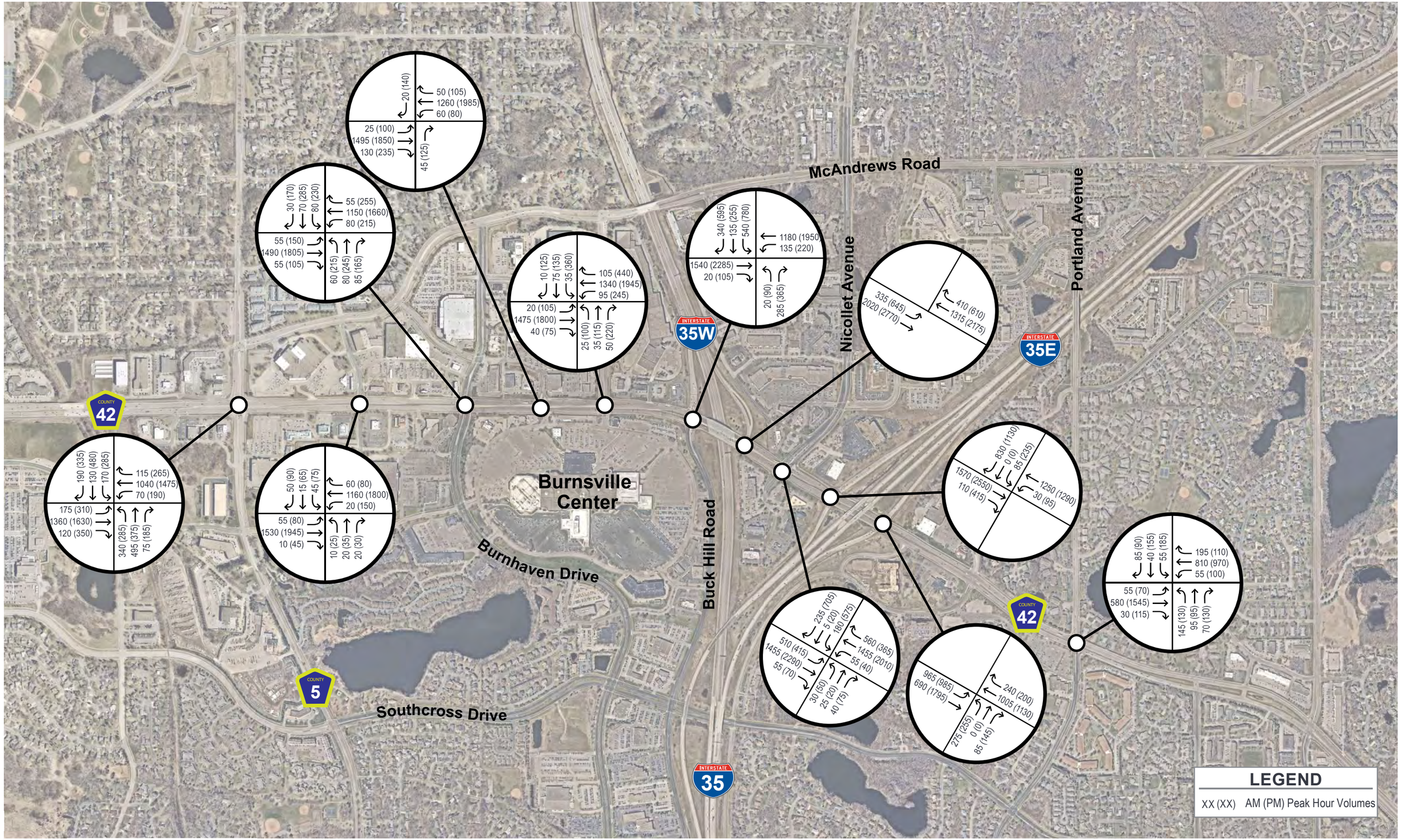


Burnsville

Kimley»Horn

EXHIBIT 20A

2030 BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

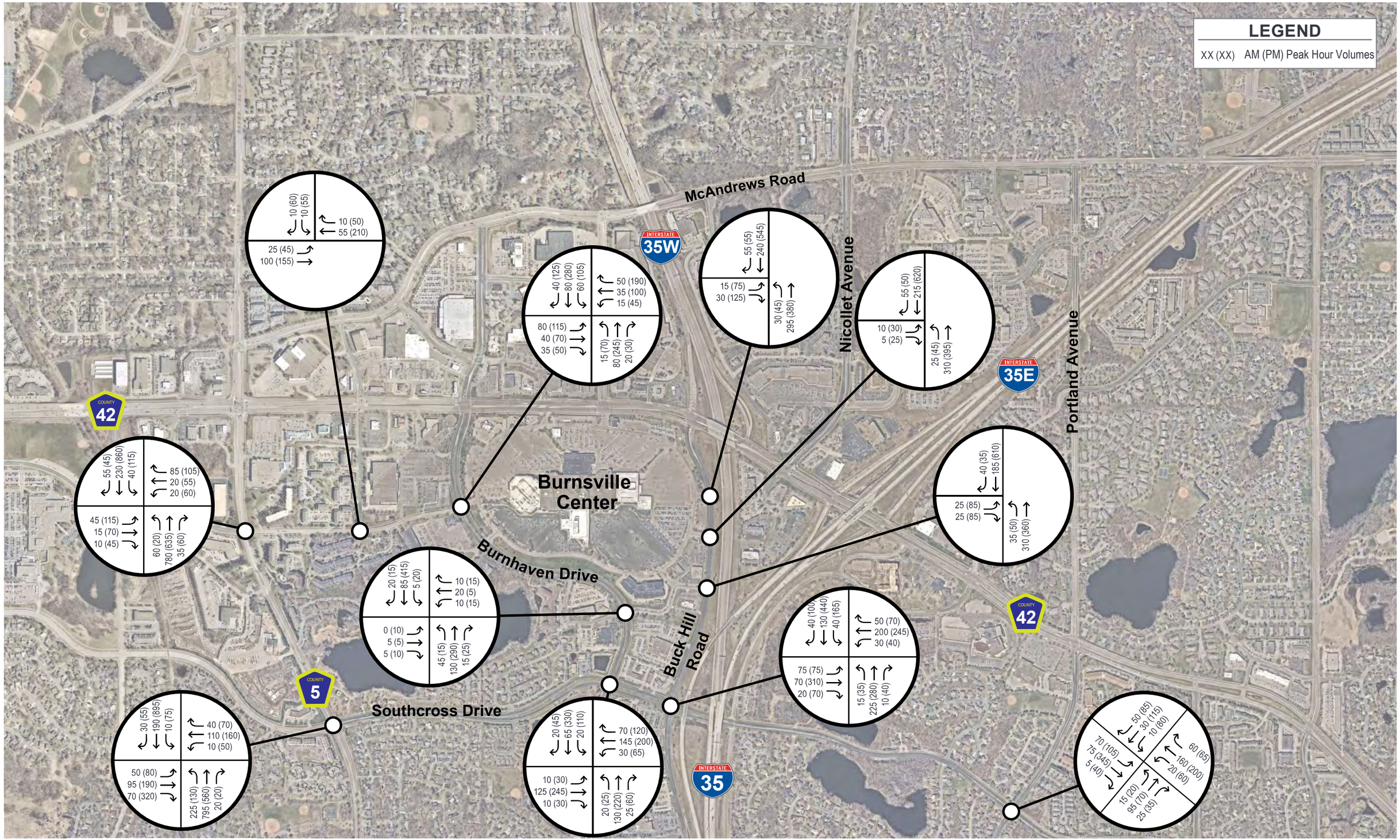


Burnsville

Kimley»Horn

EXHIBIT 20B

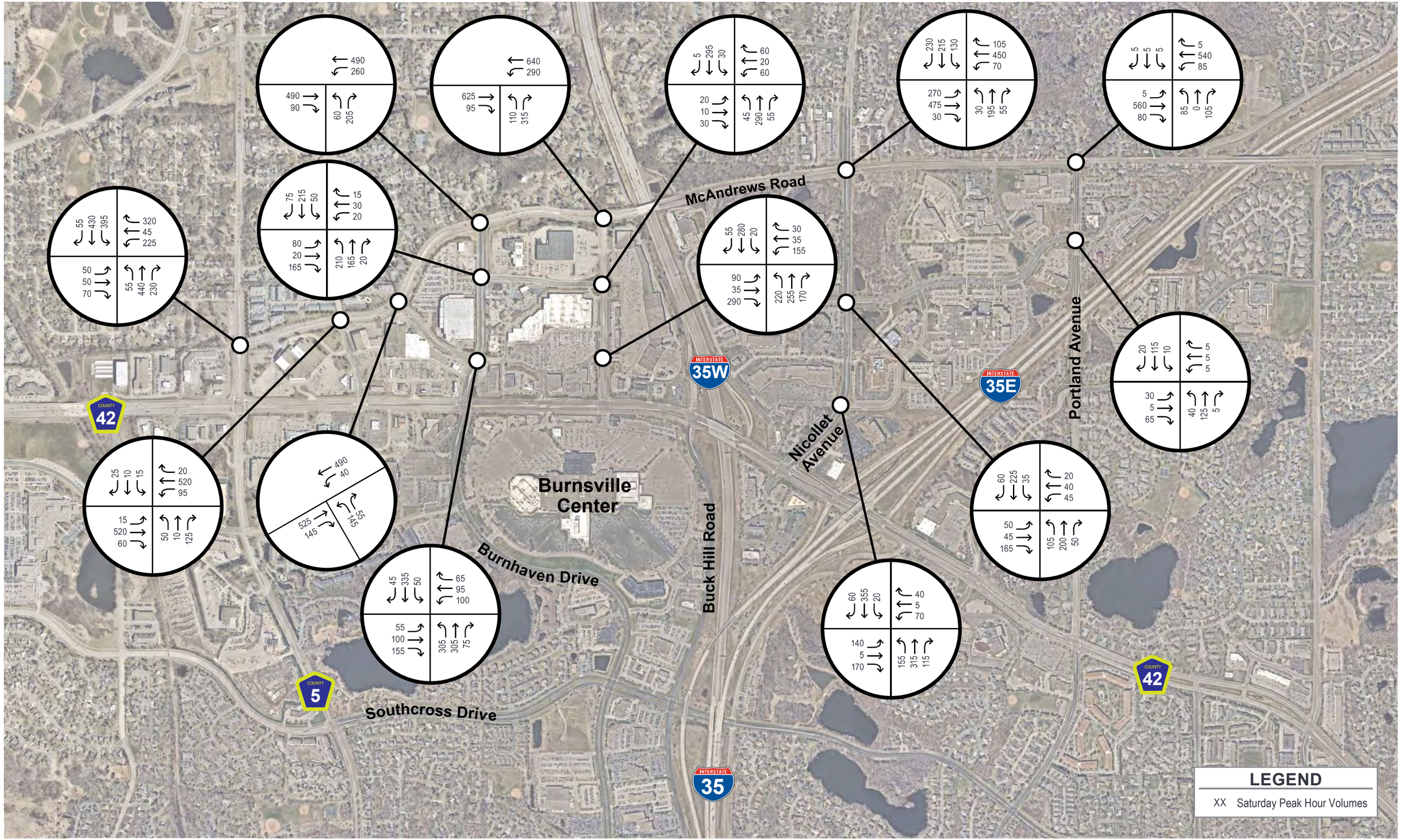
2030 BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 20C

2030 BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

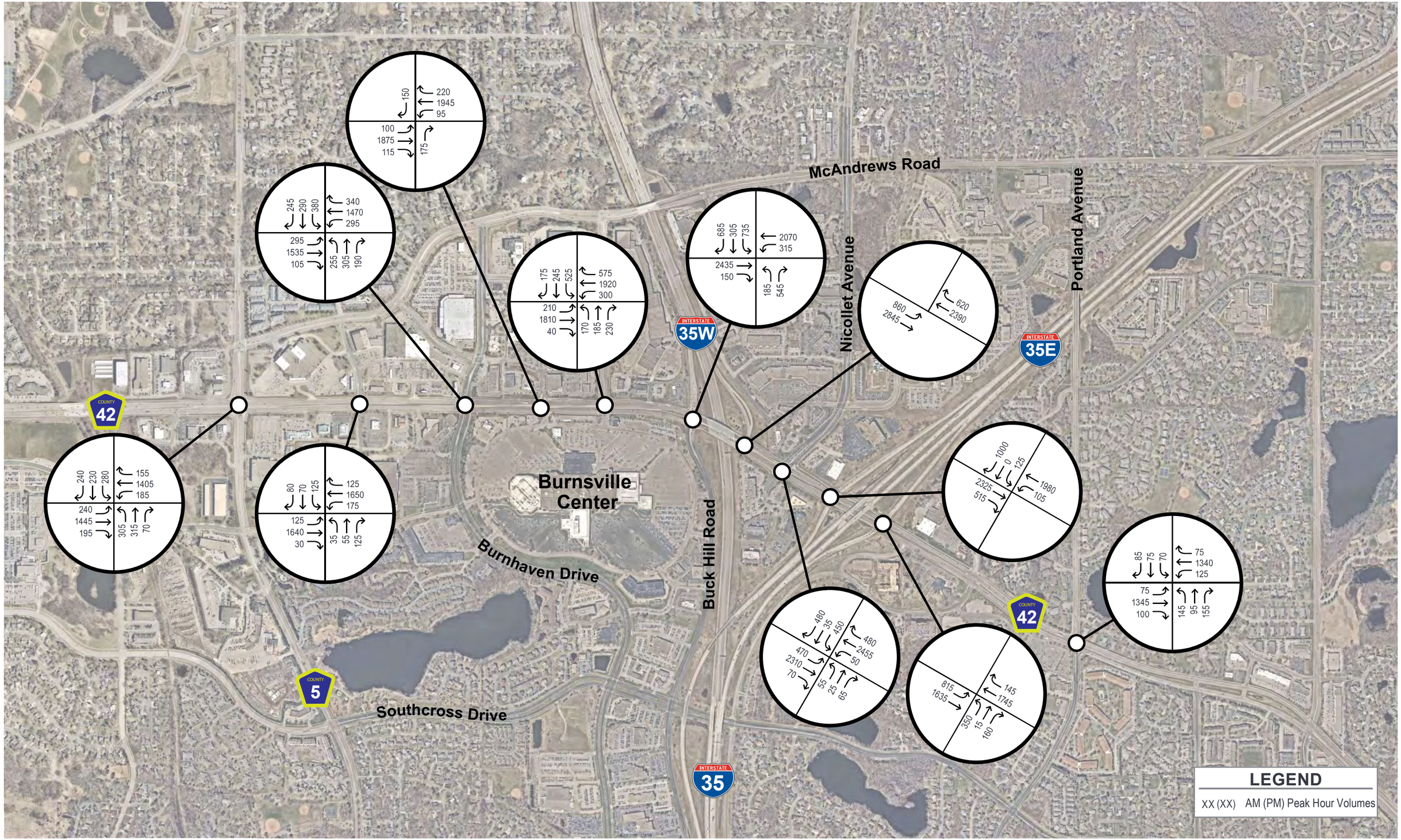


Kimley»Horn

EXHIBIT 21A

2030 BUILD SATURDAY VOLUMES

CENTER VILLAGE TRAFFIC STUDY



LEGEND

XX (XX) AM (PM) Peak Hour Volumes

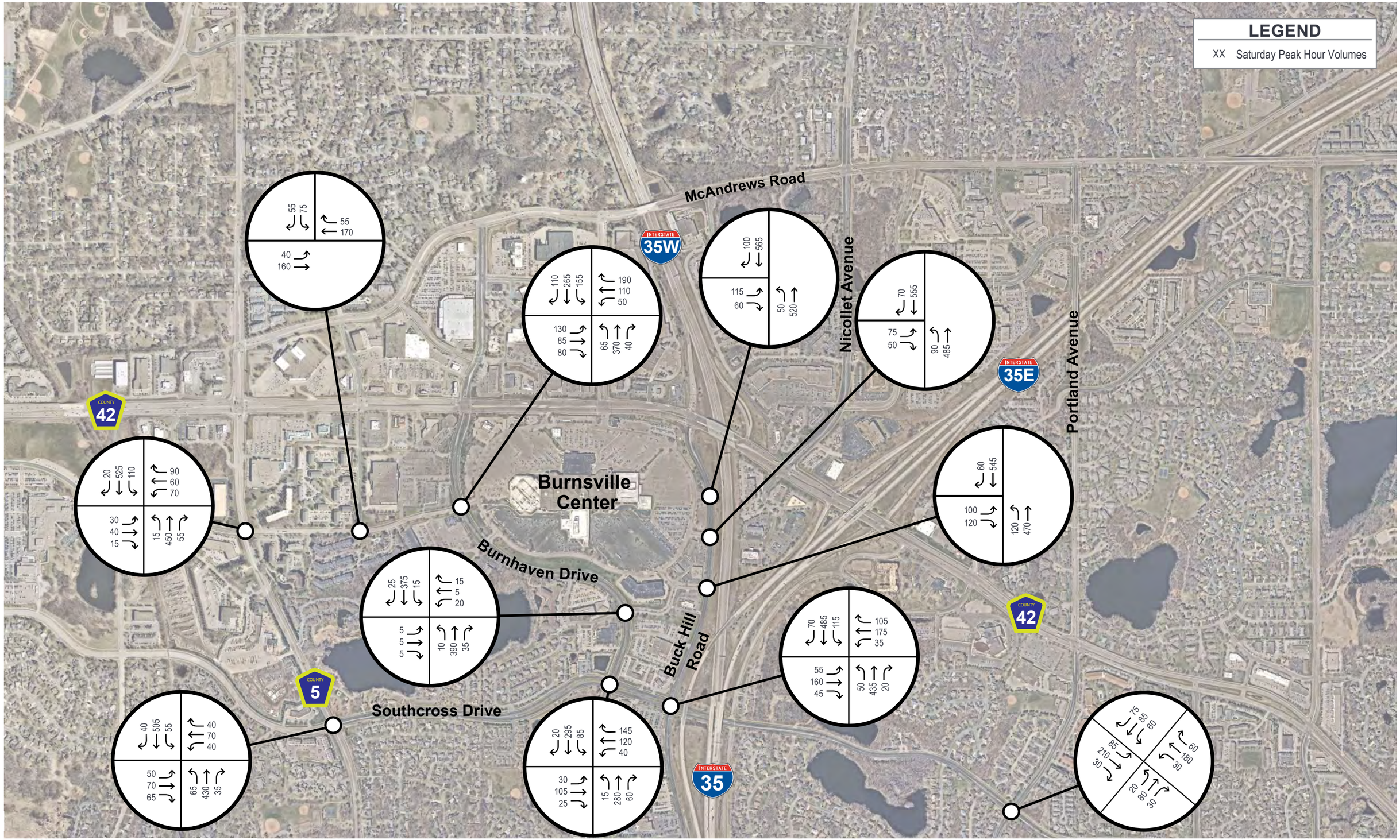
Burnsville

Kimley»Horn

EXHIBIT 21B

2030 BUILD SATURDAY VOLUMES

CENTER VILLAGE TRAFFIC STUDY

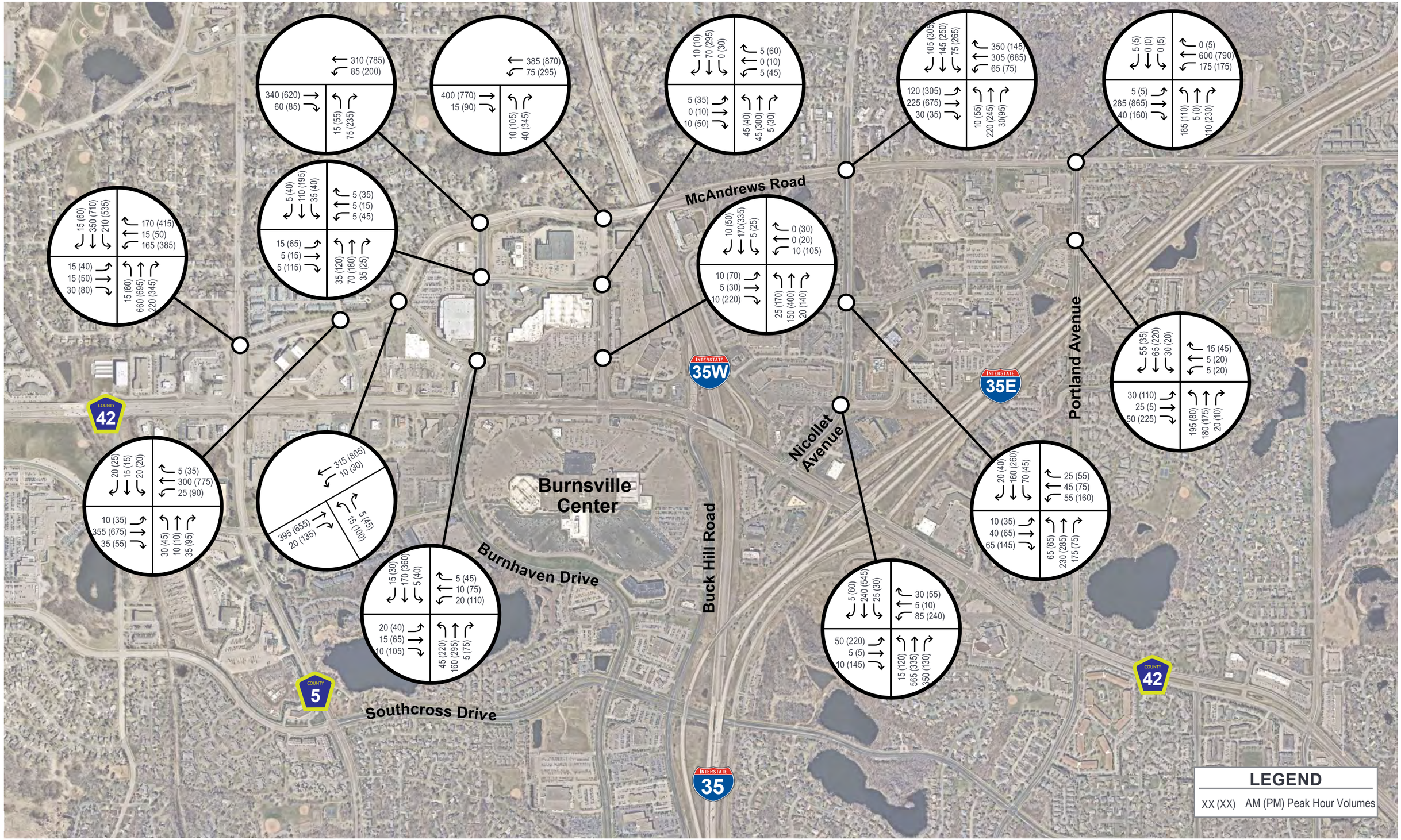


Kimley»Horn

EXHIBIT 21C

2030 BUILD SATURDAY VOLUMES

CENTER VILLAGE TRAFFIC STUDY

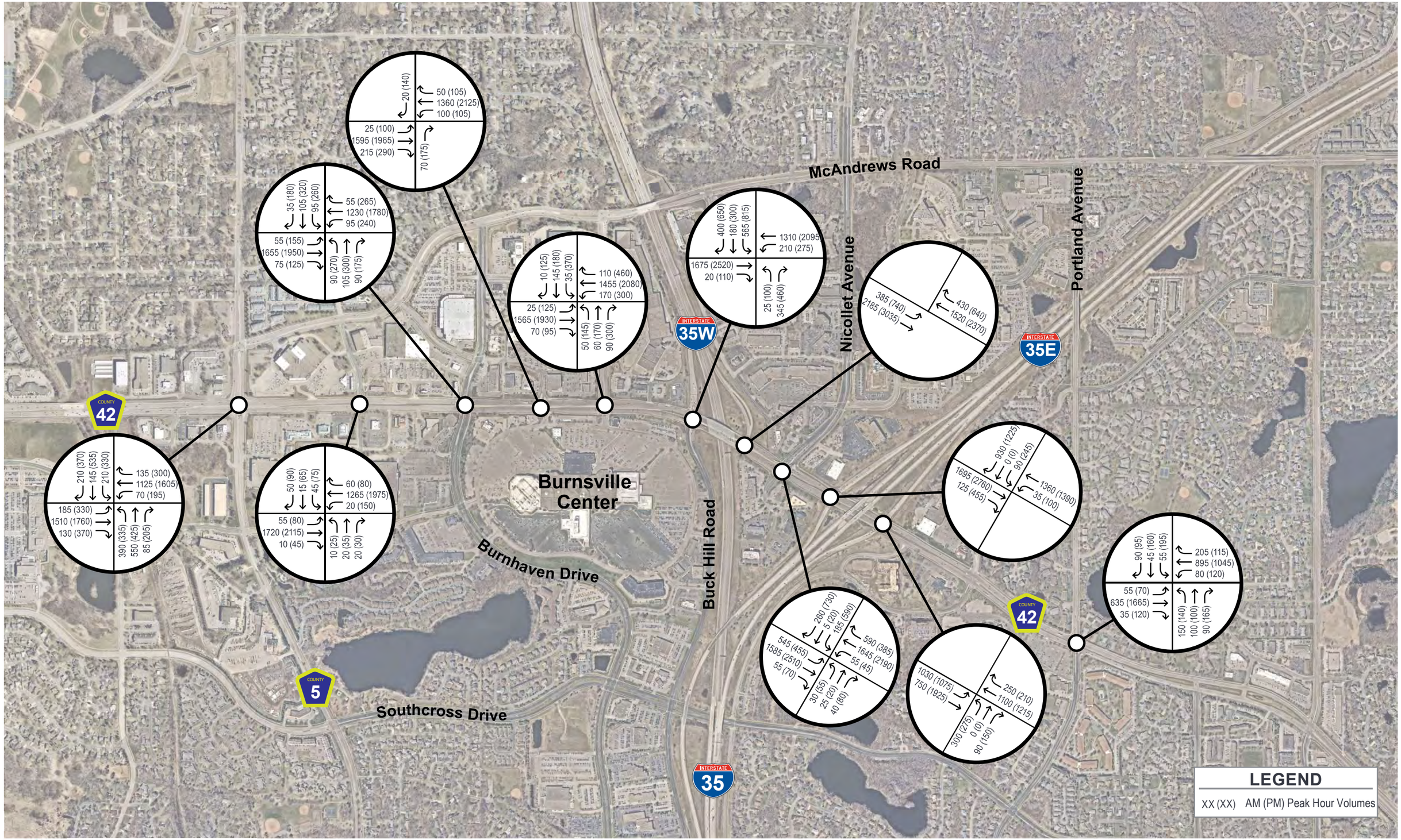


Burnsville

Kimley»Horn

EXHIBIT 22A

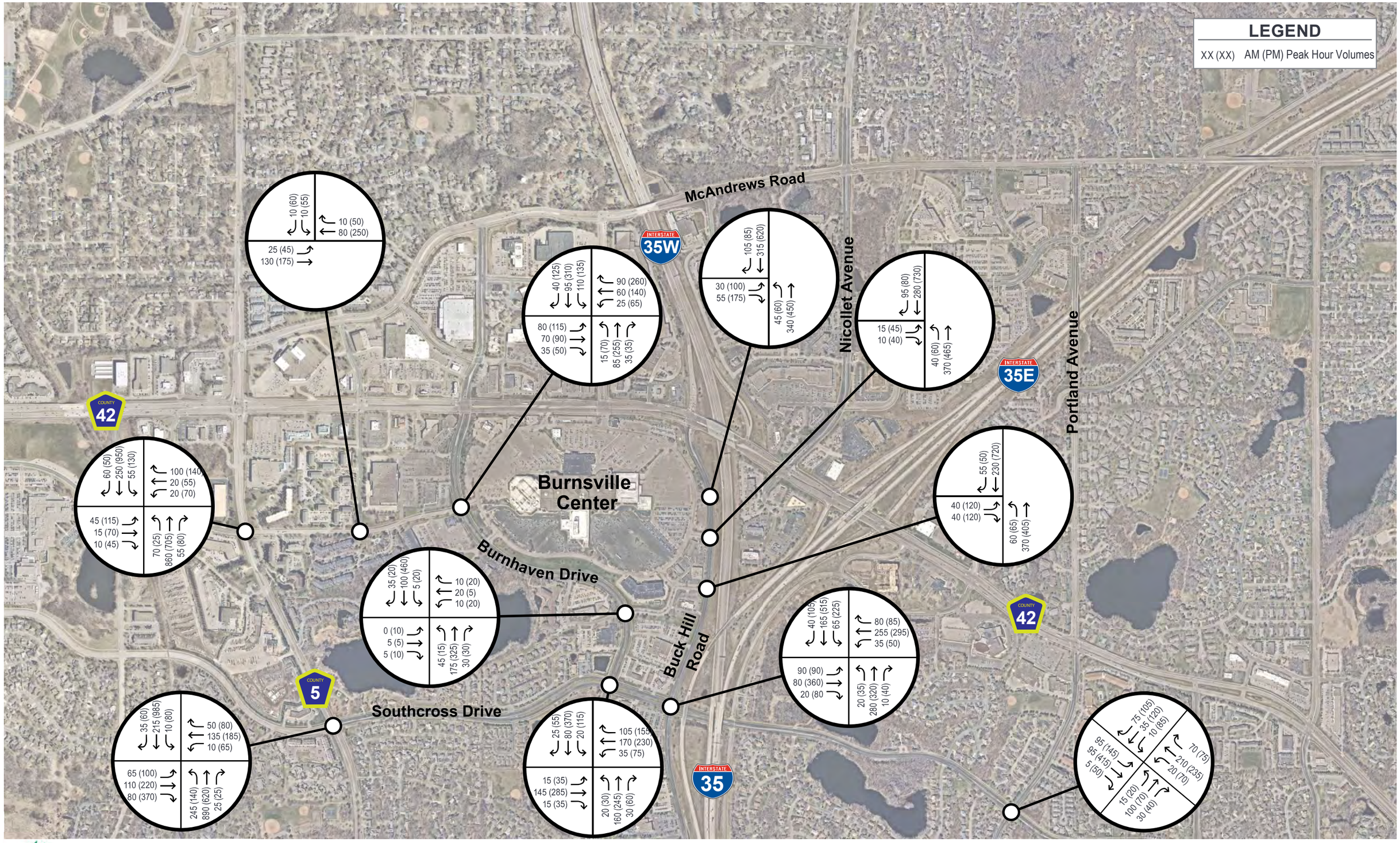
2040 BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 22B

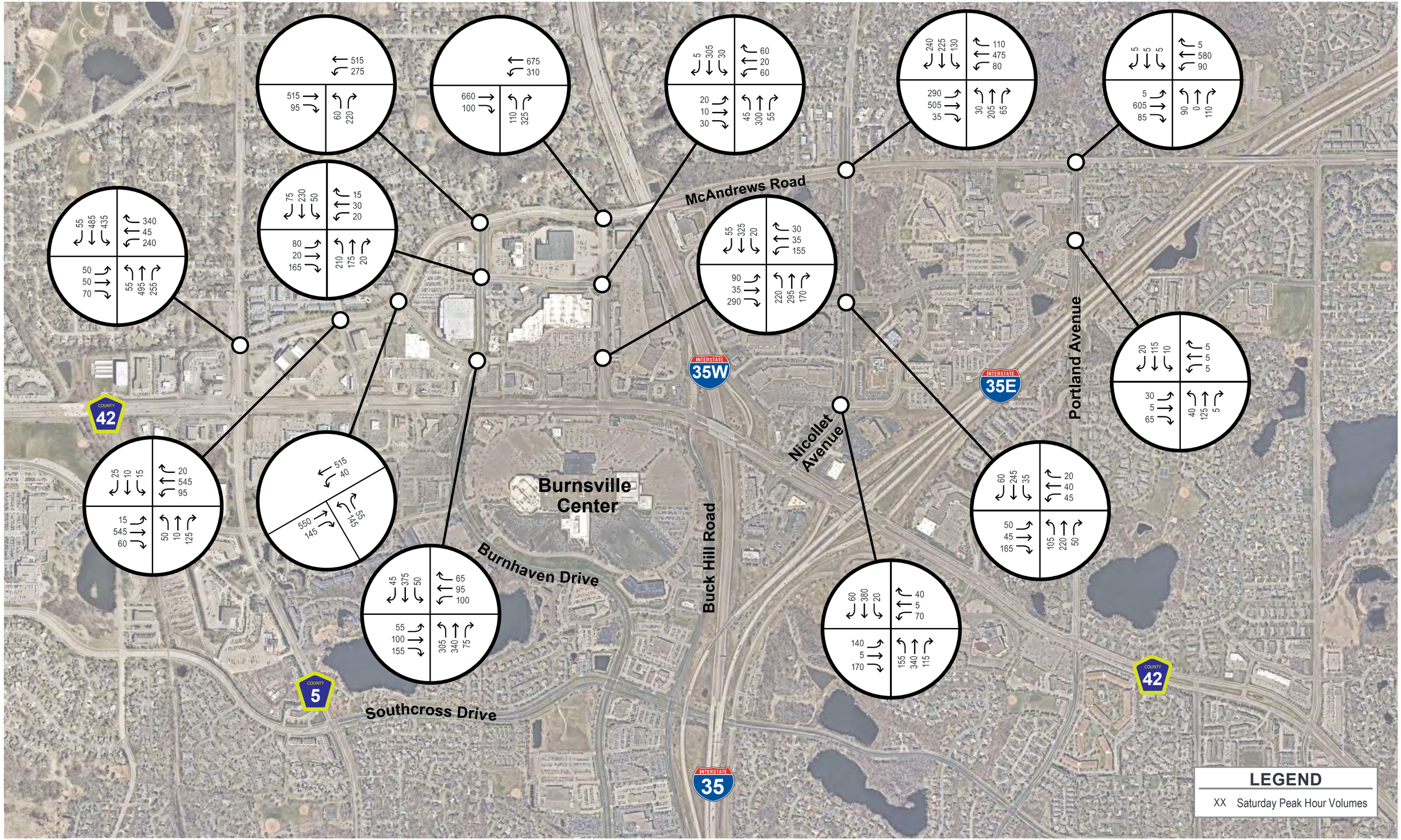
2040 BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 22C

2040 BUILD AM PM PEAK VOLUMES
CENTER VILLAGE TRAFFIC STUDY

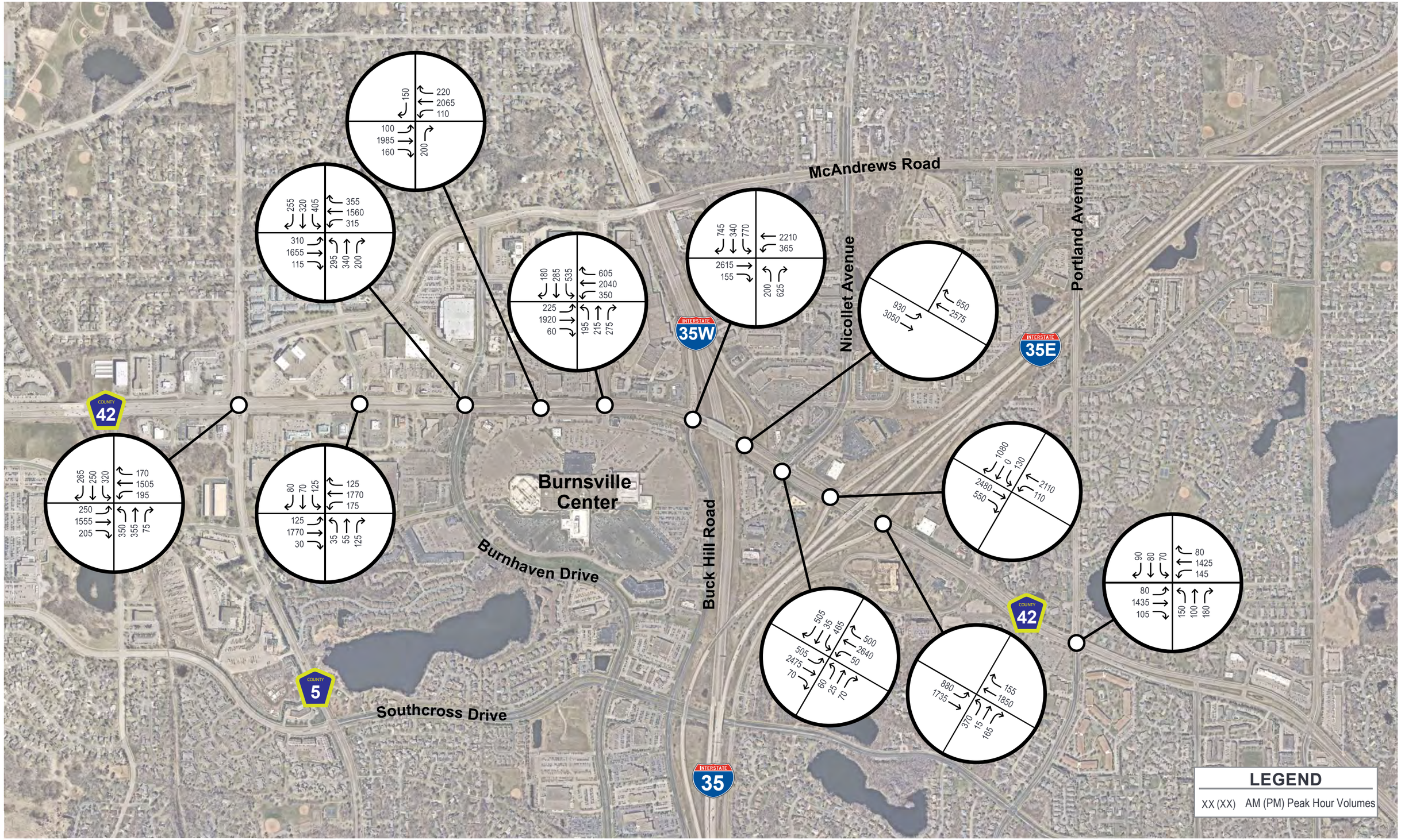


Kimley»Horn

EXHIBIT 23A

2040 BUILD SATURDAY VOLUMES

CENTER VILLAGE TRAFFIC STUDY

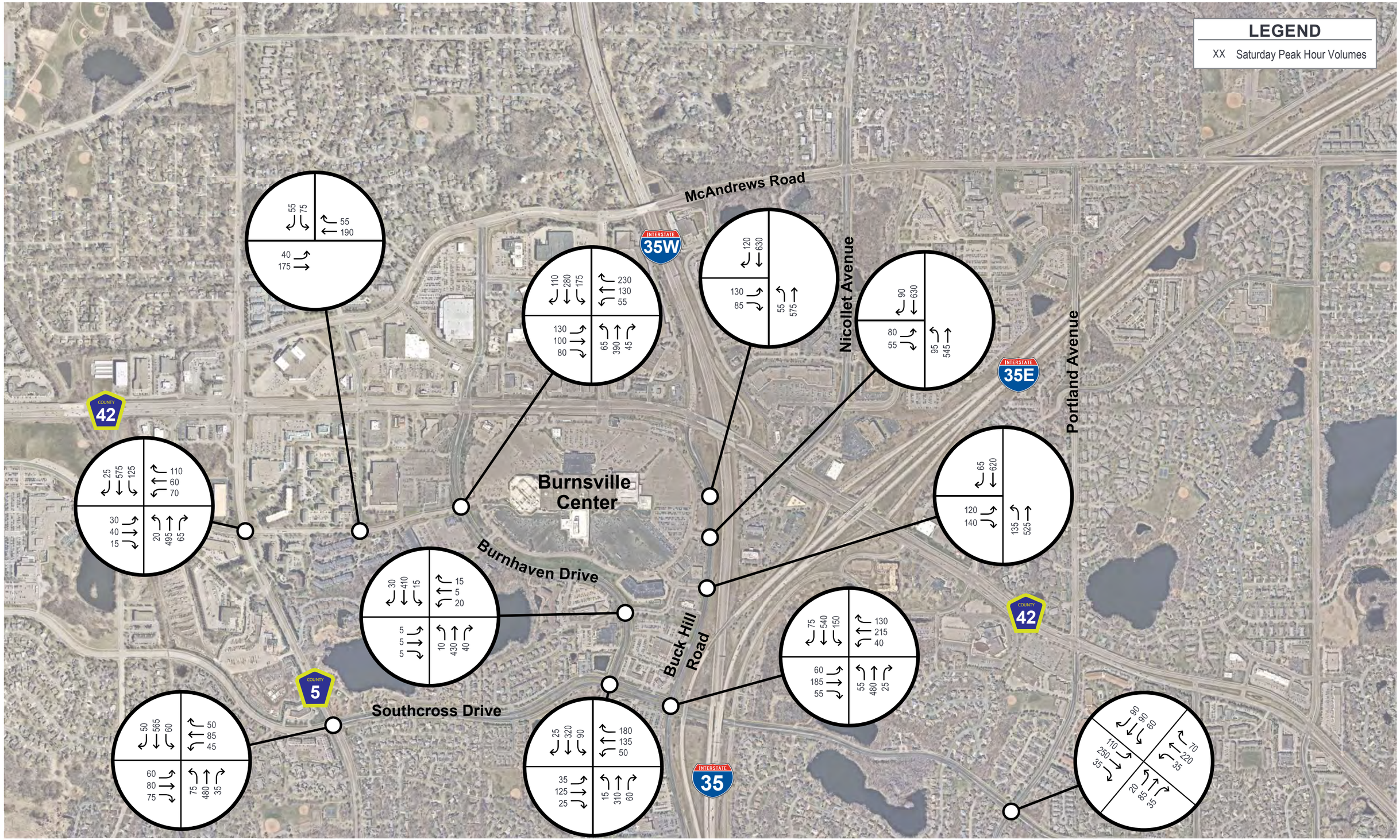


Kimley»Horn

EXHIBIT 23B

2040 BUILD SATURDAY VOLUMES

CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 23C

2040 BUILD SATURDAY VOLUMES

CENTER VILLAGE TRAFFIC STUDY

N
NOT TO SCALE

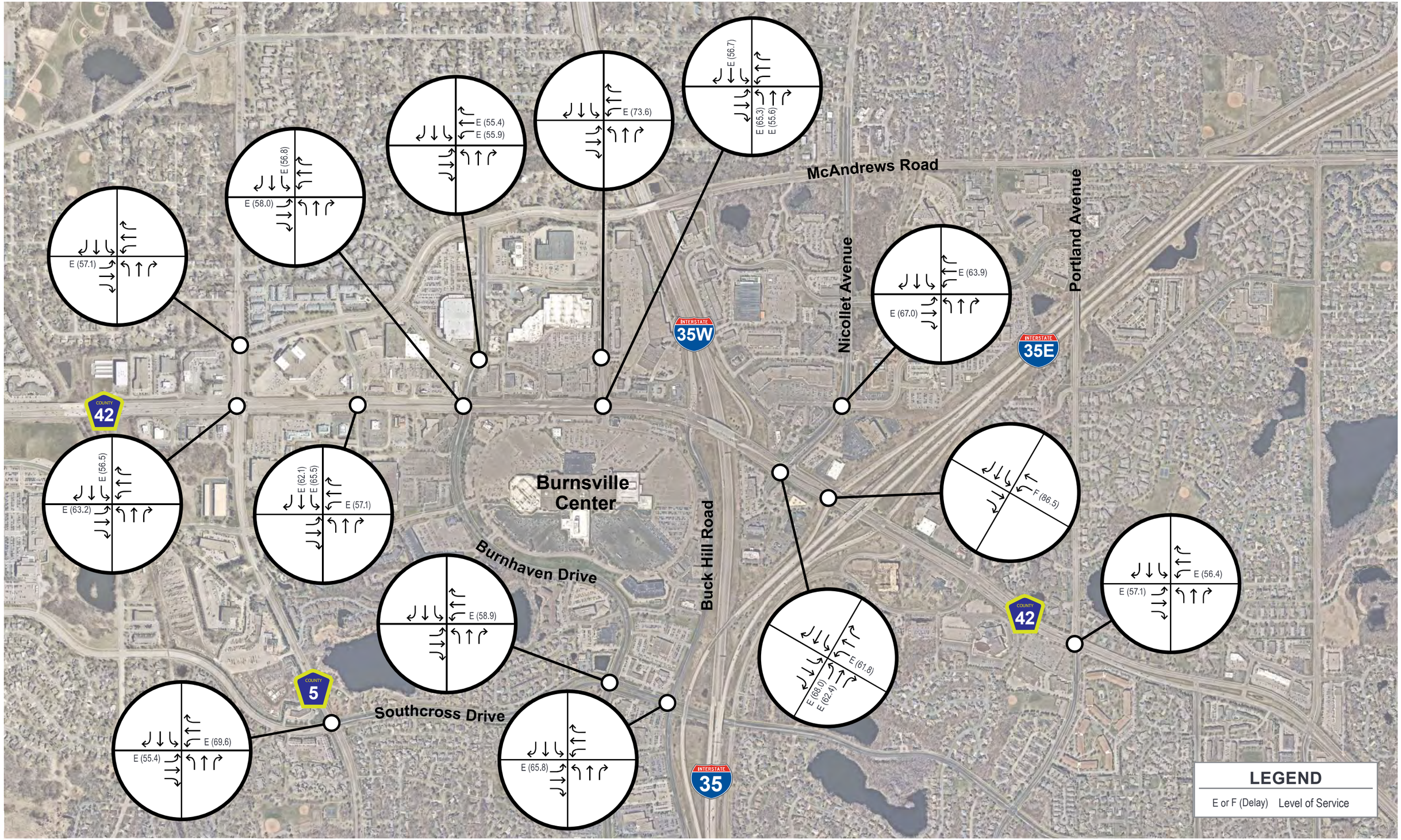
LEGEND

- Diversion Route
- Intersections with VMS (2 per signal)

McAndrews Road
COUNTY 38
140th Street
141st Street
Aldrich Avenue
INTERSTATE 35W
Nicollet Avenue
Nicollet Boulevard
INTERSTATE 35E
COUNTY 42
Irving Avenue
143rd Street
Burnsville Center
Burnhaven Drive
Buck Hill Road
Grand Avenue
Portland Avenue
Lac Lavon Drive
Chicago Avenue
COUNTY 42
Southcross Drive
COUNTY 5
INTERSTATE 35

Burnsville
Kimley»Horn

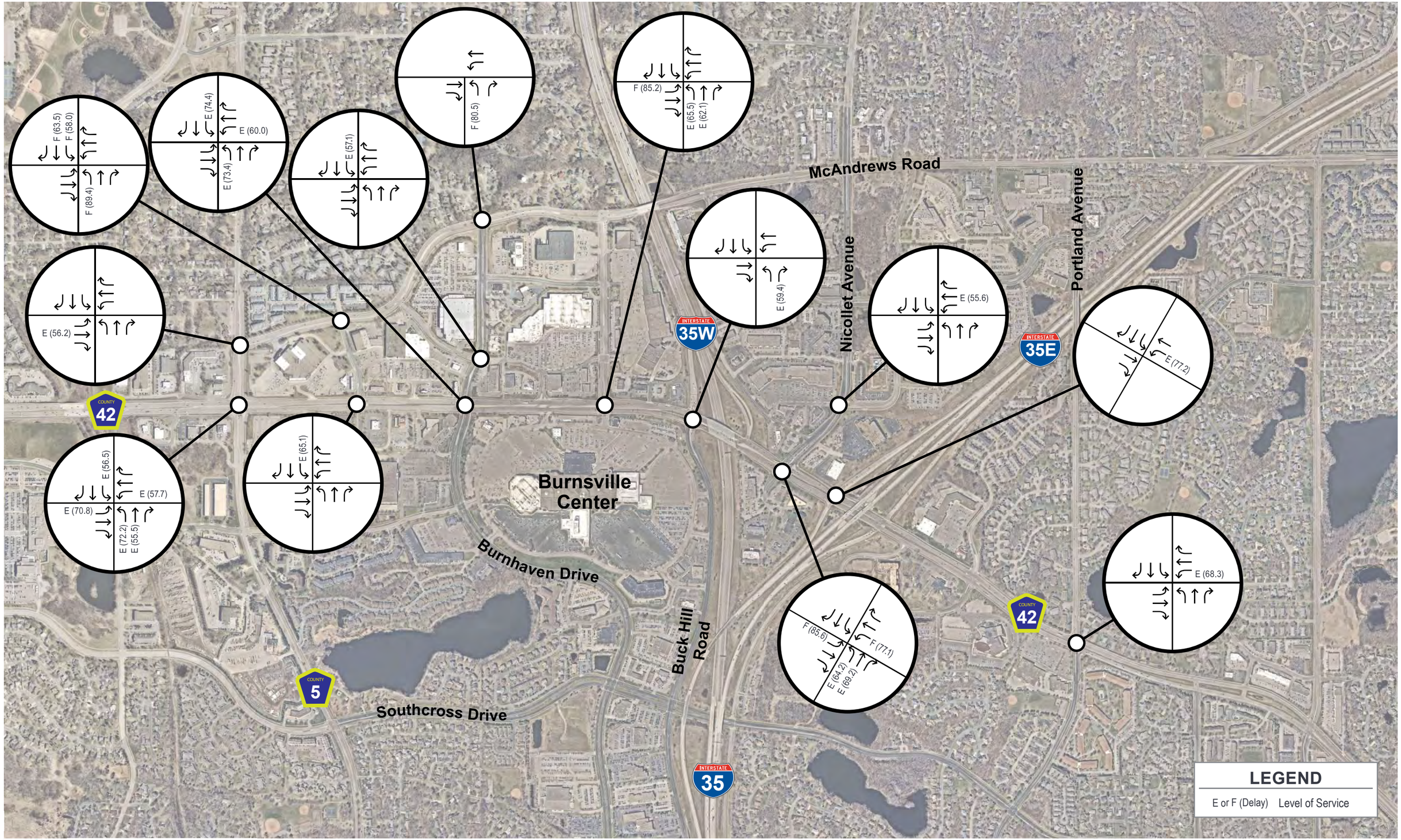
EXHIBIT 24
VMS LOCATIONS AND DIVERSION ROUTE
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 25

2030 BUILD AM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

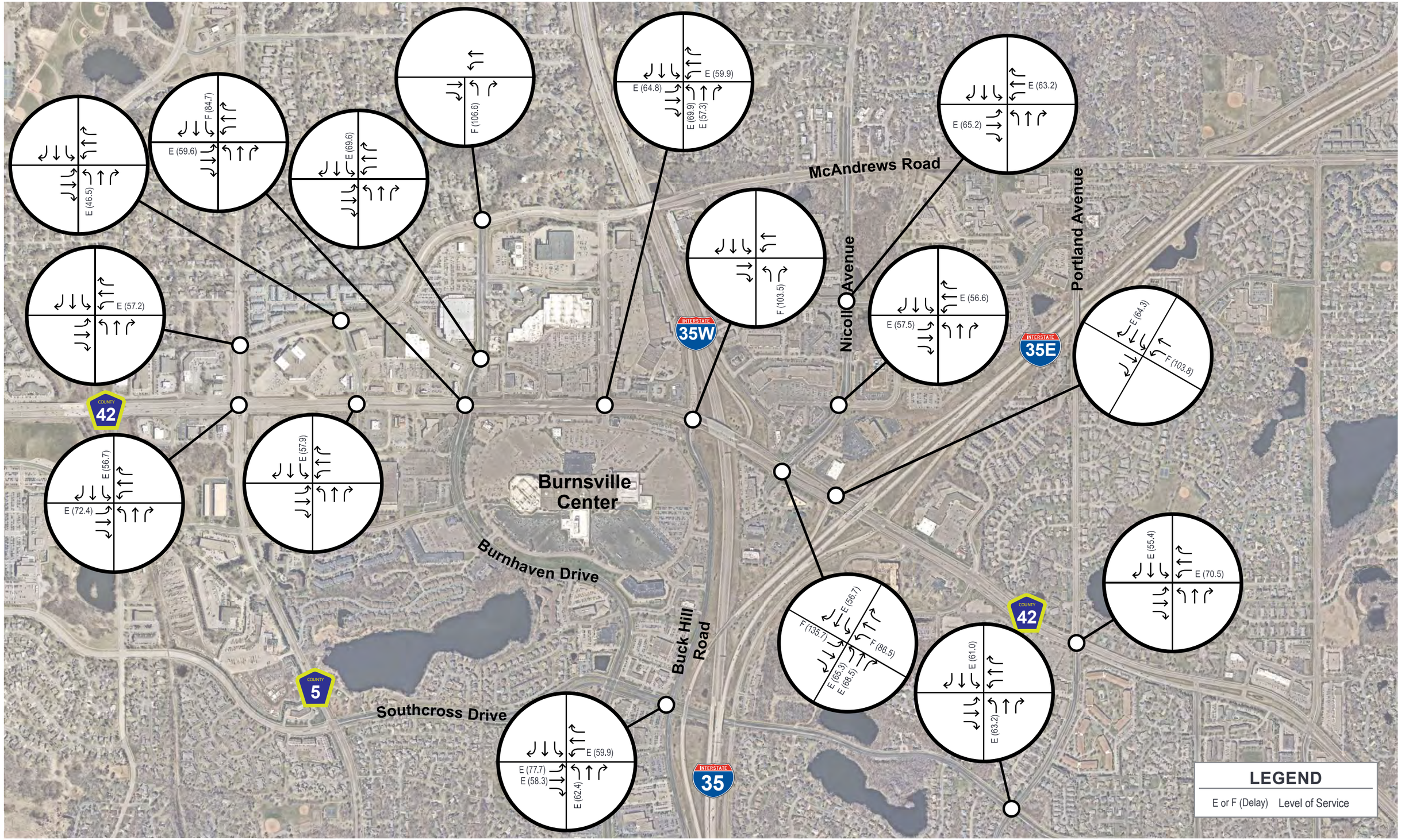


Burnsville

Kimley»Horn

EXHIBIT 26

2030 BUILD PM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

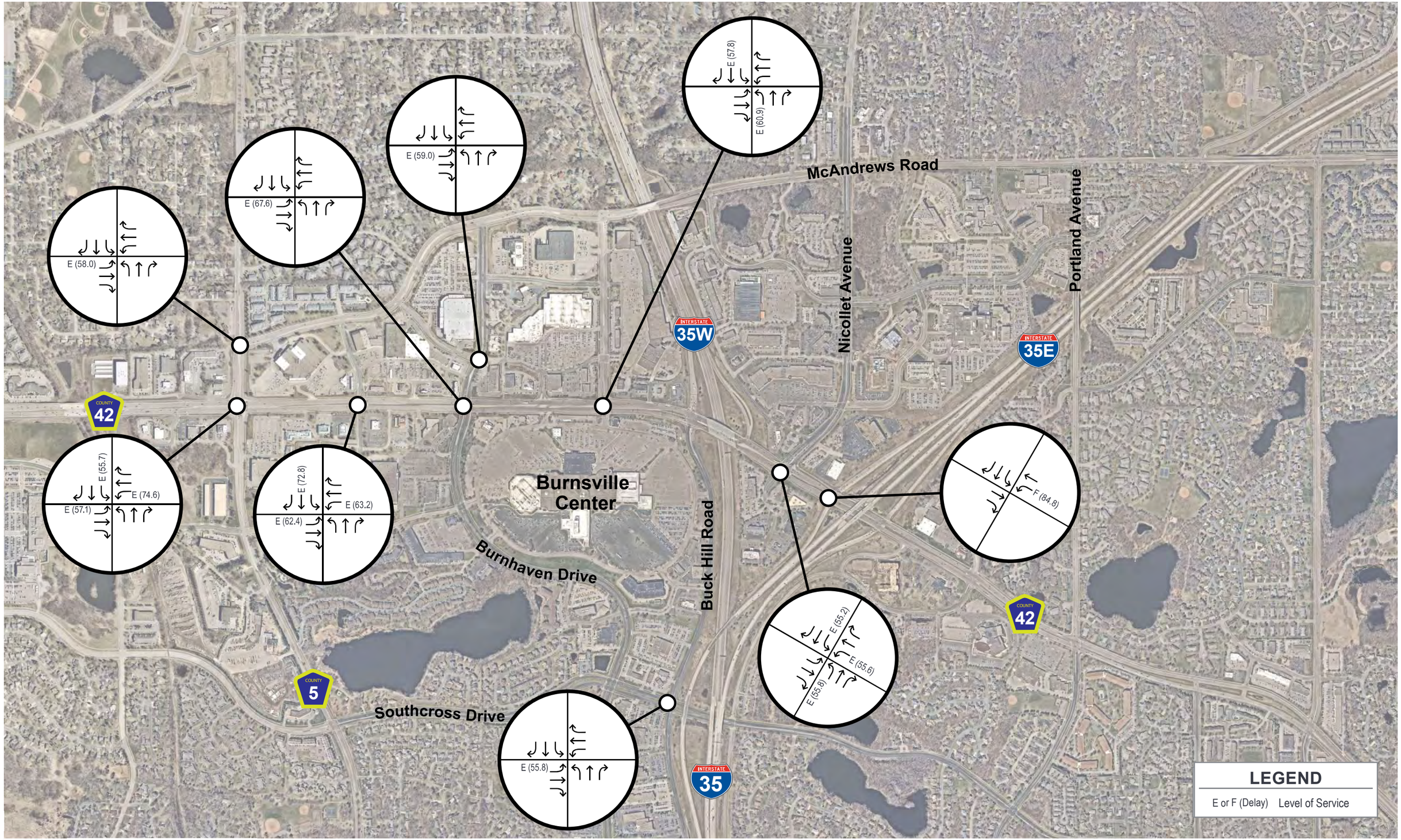


Burnsville

Kimley»Horn

EXHIBIT 27

2030 BUILD SATURDAY PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

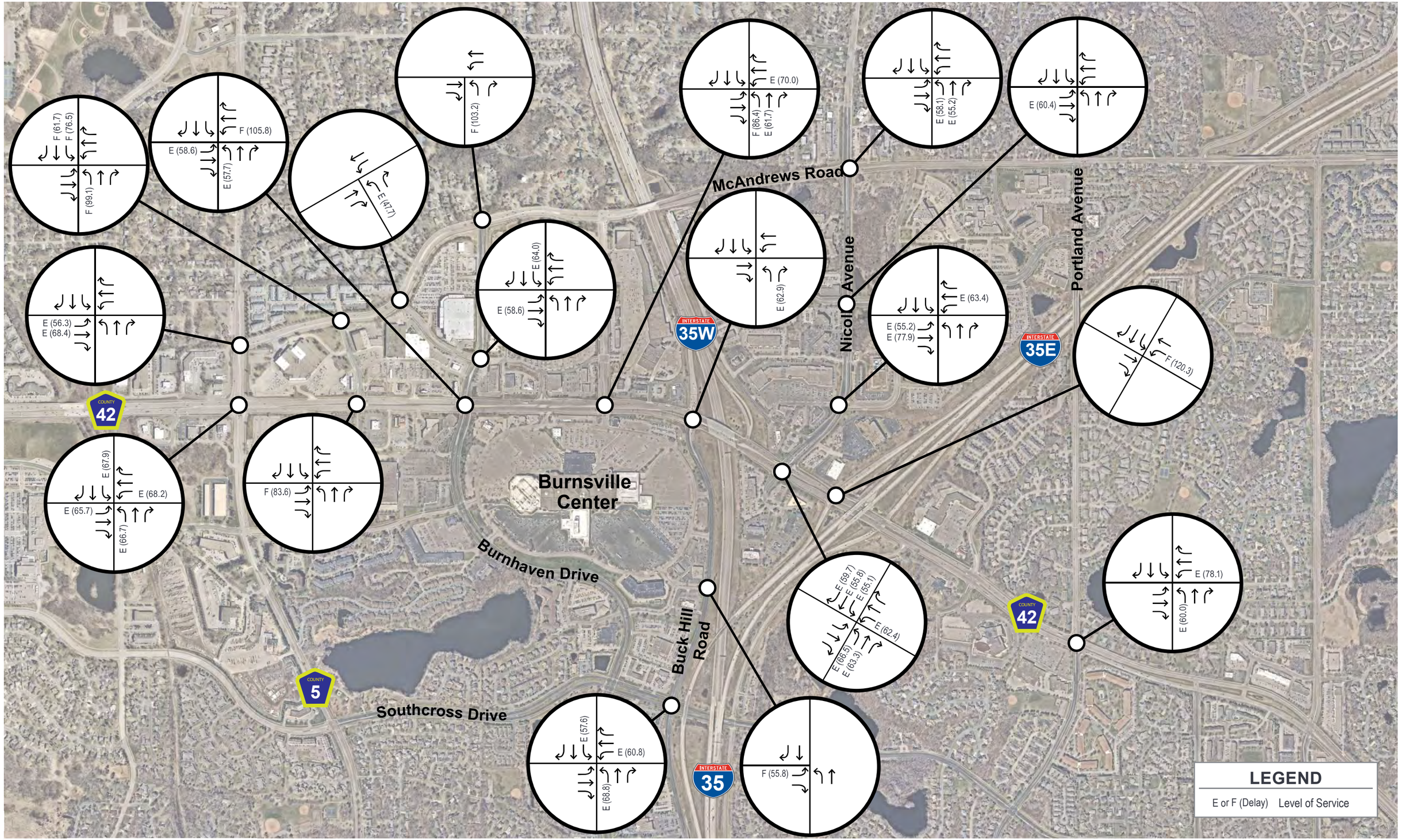


Burnsville

Kimley»Horn

EXHIBIT 28

2040 BUILD AM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY

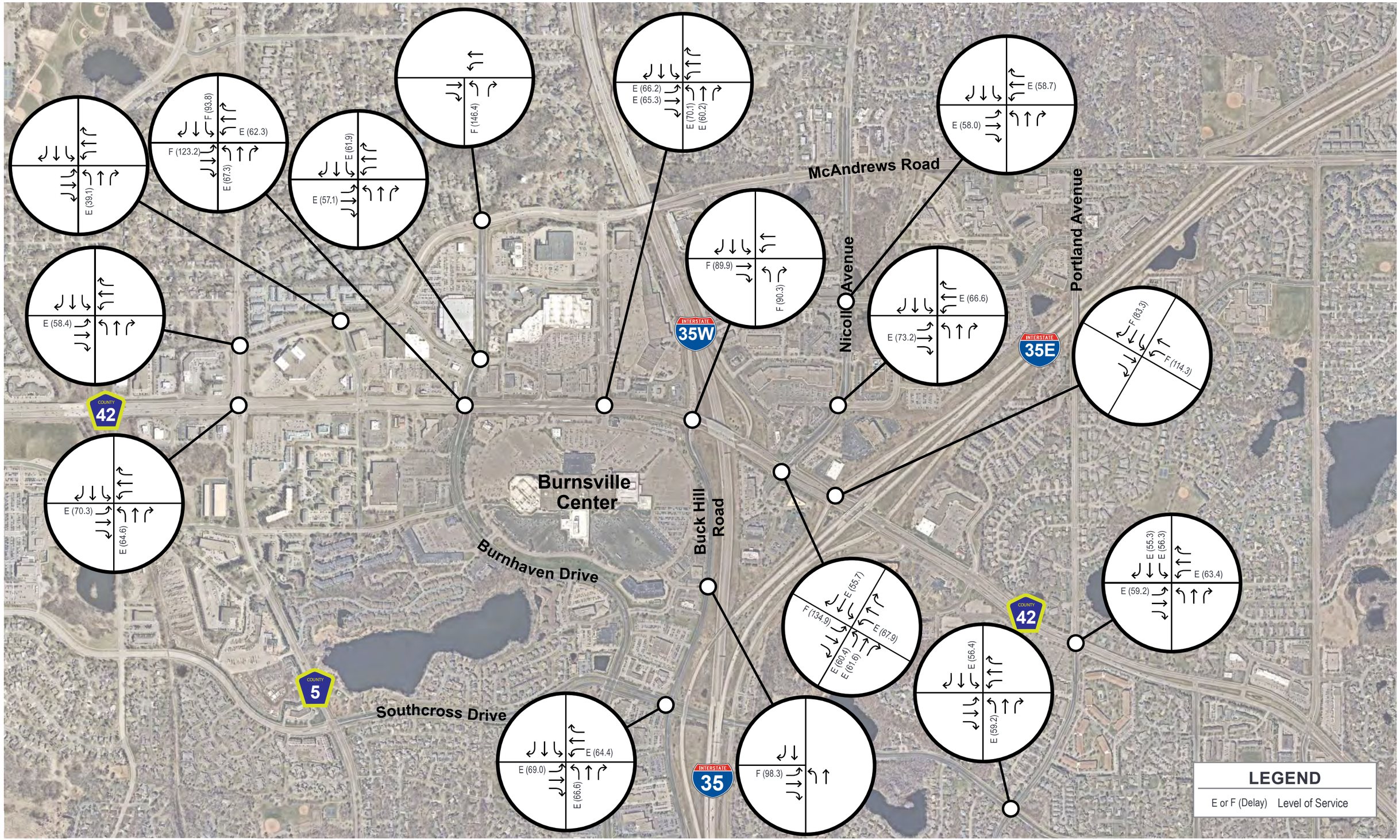


Burnsville

Kimley»Horn

EXHIBIT 29

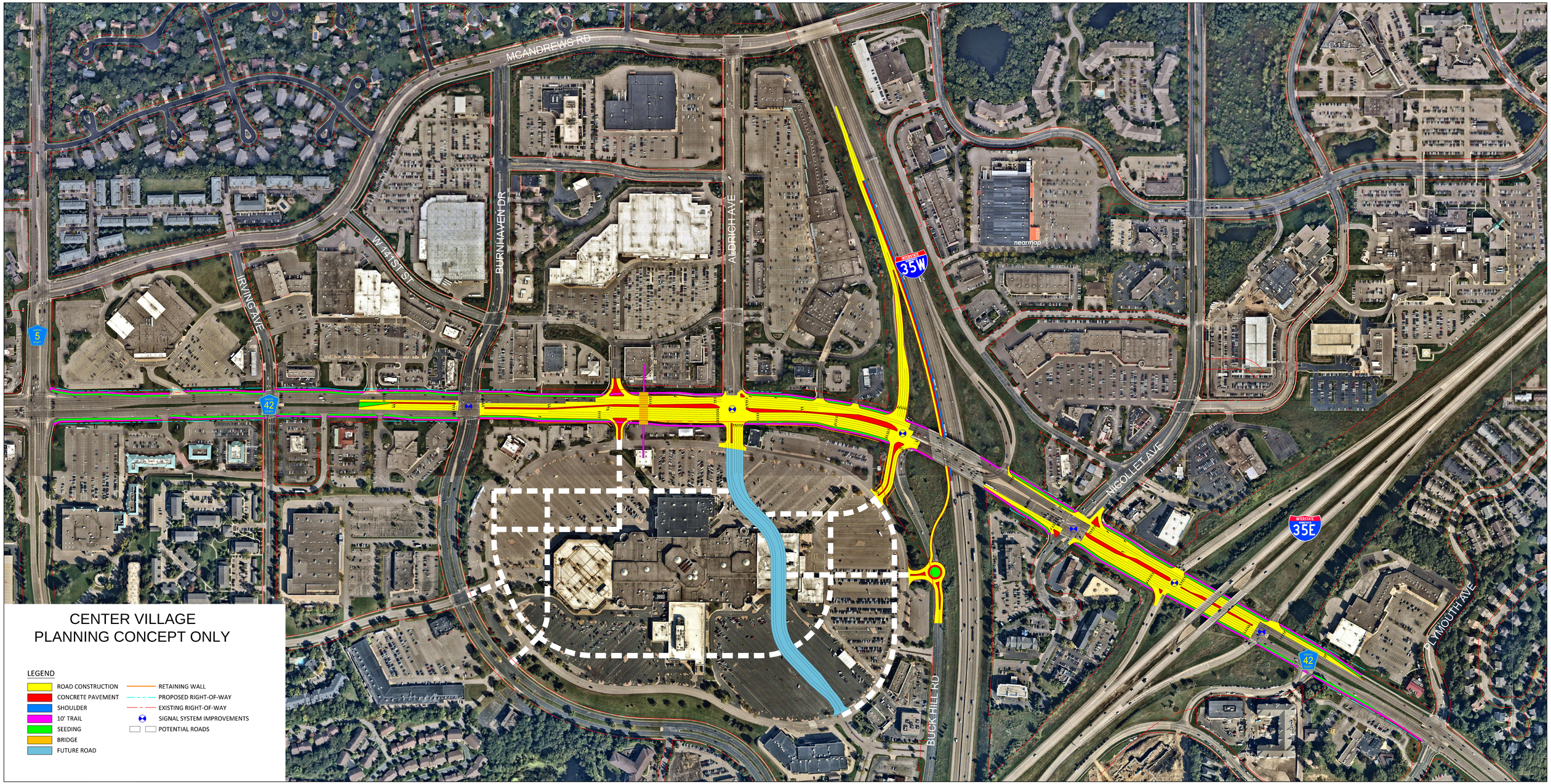
2040 BUILD PM PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



Kimley»Horn

EXHIBIT 30

2040 BUILD SATURDAY PEAK - UNDESIRABLE LEVEL OF SERVICE
CENTER VILLAGE TRAFFIC STUDY



CENTER VILLAGE
PLANNING CONCEPT ONLY

LEGEND

- ROAD CONSTRUCTION
- CONCRETE PAVEMENT
- SHOULDER
- 10' TRAIL
- SEEDING
- BRIDGE
- FUTURE ROAD
- RETAINING WALL
- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- SIGNAL SYSTEM IMPROVEMENTS
- POTENTIAL ROADS

City Of Burnsville

NORTH

Kimley»Horn

GRAPHIC SCALE IN FEET
0 60 120 240

143rd Street & Burnhaven Drive - TMC
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666792, Location: 44.743524, -93.293821

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	19	2	8	0	**29**	0	1	2	0	0	**3**	0	3	12	0	0	**15**	0	1	10	12	0	**23**	0	**70**
7:15AM	18	3	7	0	**28**	2	0	1	3	0	**4**	1	1	18	0	1	**20**	2	0	15	4	0	**19**	0	**71**
7:30AM	23	1	4	0	**28**	0	2	3	2	0	**7**	0	6	20	2	0	**28**	0	1	13	8	2	**24**	0	**87**
7:45AM	19	2	13	0	**34**	0	1	5	2	0	**8**	0	2	21	5	0	**28**	1	2	13	12	3	**30**	0	**100**
Hourly Total	79	8	32	0	**119**	2	4	11	7	0	**22**	1	12	71	7	1	**91**	3	4	51	36	5	**96**	0	**328**
4:30PM	29	10	7	0	**46**	0	8	10	39	0	**57**	0	21	57	5	0	**83**	1	16	66	25	5	**112**	0	**298**
4:45PM	31	17	13	0	**61**	1	6	20	23	0	**49**	1	14	58	4	0	**76**	0	17	67	27	4	**115**	0	**301**
Hourly Total	60	27	20	0	**107**	1	14	30	62	0	**106**	1	35	115	9	0	**159**	1	33	133	52	9	**227**	0	**599**
5:00PM	31	13	14	0	**58**	0	9	14	26	0	**49**	1	19	60	2	0	**81**	3	13	64	37	1	**115**	0	**303**
5:15PM	24	9	13	0	**46**	1	5	14	23	0	**42**	0	14	55	5	0	**74**	1	14	54	36	4	**108**	1	**270**
Hourly Total	55	22	27	0	**104**	1	14	28	49	0	**91**	1	33	115	7	0	**155**	4	27	118	73	5	**223**	1	**573**
2019-06-15 1:00PM	31	9	15	0	**55**	1	8	18	41	0	**67**	0	14	90	9	0	**113**	1	26	60	29	6	**121**	0	**356**
1:15PM	37	20	16	0	**73**	1	10	31	44	0	**85**	0	12	81	4	0	**97**	1	26	58	39	4	**127**	1	**382**
1:30PM	35	18	22	0	**75**	0	13	26	36	0	**75**	0	14	88	7	0	**109**	0	26	59	21	2	**108**	0	**367**
1:45PM	27	22	25	0	**74**	0	6	15	30	0	**51**	0	20	87	11	1	**119**	0	37	60	21	3	**121**	0	**365**
Hourly Total	130	69	78	0	**277**	2	37	90	151	0	**278**	0	60	346	31	1	**438**	2	115	237	110	15	**477**	1	**1470**
Total	324	126	157	0	**607**	6	69	159	269	0	**497**	3	140	647	54	2	**843**	10	179	539	271	34	**1023**	2	**2970**
% Approach	53.4%	20.8%	25.9%	0%	**-**	-	13.9%	32.0%	54.1%	0%	**-**	-	16.6%	76.7%	6.4%	0.2%	**-**	-	17.5%	52.7%	26.5%	3.3%	**-**	-	-
% Total	10.9%	4.2%	5.3%	0%	**20.4%**	-	2.3%	5.4%	9.1%	0%	**16.7%**	-	4.7%	21.8%	1.8%	0.1%	**28.4%**	-	6.0%	18.1%	9.1%	1.1%	**34.4%**	-	-
Lights	320	125	156	0	**601**	-	69	158	269	0	**496**	-	140	639	54	2	**835**	-	178	534	263	34	**1009**	-	2941
% Lights	98.8%	99.2%	99.4%	0%	**99.0%**	-	100%	99.4%	100%	0%	**99.8%**	-	100%	98.8%	100%	100%	**99.1%**	-	99.4%	99.1%	97.0%	100%	**98.6%**	-	99.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	4	1	1	0	**6**	-	0	1	0	0	**1**	-	0	8	0	0	**8**	-	1	4	8	0	**13**	-	28
% Buses and Single-Unit Trucks	1.2%	0.8%	0.6%	0%	**1.0%**	-	0%	0.6%	0%	0%	**0.2%**	-	0%	1.2%	0%	0%	**0.9%**	-	0.6%	0.7%	3.0%	0%	**1.3%**	-	0.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	90.0%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	10.0%	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Burnhaven Drive - TMC
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666792, Location: 44.743524, -93.293821

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	19	2	8	0	**29**	0	1	2	0	0	**3**	0	3	12	0	0	**15**	0	1	10	12	0	**23**	0	**70**
7:15AM	18	3	7	0	**28**	2	0	1	3	0	**4**	1	1	18	0	1	**20**	2	0	15	4	0	**19**	0	**71**
7:30AM	23	1	4	0	**28**	0	2	3	2	0	**7**	0	6	20	2	0	**28**	0	1	13	8	2	**24**	0	**87**
7:45AM	19	2	13	0	**34**	0	1	5	2	0	**8**	0	2	21	5	0	**28**	1	2	13	12	3	**30**	0	**100**
Total	79	8	32	0	**119**	2	4	11	7	0	**22**	1	12	71	7	1	**91**	3	4	51	36	5	**96**	0	**328**
% Approach	66.4%	6.7%	26.9%	0%	-	-	18.2%	50.0%	31.8%	0%	-	-	13.2%	78.0%	7.7%	1.1%	-	-	4.2%	53.1%	37.5%	5.2%	-	-	-
% Total	24.1%	2.4%	9.8%	0%	**36.3%**	-	1.2%	3.4%	2.1%	0%	**6.7%**	-	3.7%	21.6%	2.1%	0.3%	**27.7%**	-	1.2%	15.5%	11.0%	1.5%	**29.3%**	-	-
PHF	0.859	0.667	0.615	-	**0.875**	-	0.500	0.550	0.583	-	**0.688**	-	0.500	0.845	0.350	0.250	**0.813**	-	0.500	0.850	0.750	0.417	**0.800**	-	0.820
Lights	77	7	31	0	**115**	-	4	11	7	0	**22**	-	12	70	7	1	**90**	-	4	49	31	5	**89**	-	316
% Lights	97.5%	87.5%	96.9%	0%	**96.6%**	-	100%	100%	100%	0%	**100%**	-	100%	98.6%	100%	100%	**98.9%**	-	100%	96.1%	86.1%	100%	**92.7%**	-	96.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	0%	0%	**1.0%**	-	0.3%
Buses and Single-Unit Trucks	2	1	1	0	**4**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	5	0	**6**	-	11
% Buses and Single-Unit Trucks	2.5%	12.5%	3.1%	0%	**3.4%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.1%**	-	0%	2.0%	13.9%	0%	**6.3%**	-	3.4%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Burnhaven Drive - TMC
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666792, Location: 44.743524, -93.293821

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 4:30PM	29	10	7	0	**46**	0	8	10	39	0	**57**	0	21	57	5	0	**83**	1	16	66	25	5	**112**	0	**298**
4:45PM	31	17	13	0	**61**	1	6	20	23	0	**49**	1	14	58	4	0	**76**	0	17	67	27	4	**115**	0	**301**
5:00PM	31	13	14	0	**58**	0	9	14	26	0	**49**	1	19	60	2	0	**81**	3	13	64	37	1	**115**	0	**303**
5:15PM	24	9	13	0	**46**	1	5	14	23	0	**42**	0	14	55	5	0	**74**	1	14	54	36	4	**108**	1	**270**
Total	115	49	47	0	**211**	2	28	58	111	0	**197**	2	68	230	16	0	**314**	5	60	251	125	14	**450**	1	**1172**
% Approach	54.5%	23.2%	22.3%	0%	-	-	14.2%	29.4%	56.3%	0%	-	-	21.7%	73.2%	5.1%	0%	-	-	13.3%	55.8%	27.8%	3.1%	-	-	-
% Total	9.8%	4.2%	4.0%	0%	**18.0%**	-	2.4%	4.9%	9.5%	0%	**16.8%**	-	5.8%	19.6%	1.4%	0%	**26.8%**	-	5.1%	21.4%	10.7%	1.2%	**38.4%**	-	-
PHF	0.927	0.721	0.839	-	**0.865**	-	0.778	0.725	0.712	-	**0.864**	-	0.810	0.958	0.800	-	**0.946**	-	0.882	0.937	0.845	0.700	**0.978**	-	0.967
Lights	114	49	47	0	**210**	-	28	57	111	0	**196**	-	68	224	16	0	**308**	-	59	249	123	14	**445**	-	1159
% Lights	99.1%	100%	100%	0%	**99.5%**	-	100%	98.3%	100%	0%	**99.5%**	-	100%	97.4%	100%	0%	**98.1%**	-	98.3%	99.2%	98.4%	100%	**98.9%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	6	0	0	**6**	-	1	2	2	0	**5**	-	13
% Buses and Single-Unit Trucks	0.9%	0%	0%	0%	**0.5%**	-	0%	1.7%	0%	0%	**0.5%**	-	0%	2.6%	0%	0%	**1.9%**	-	1.7%	0.8%	1.6%	0%	**1.1%**	-	1.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Burnhaven Drive - TMC
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666792, Location: 44.743524, -93.293821

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-15 1:00PM	31	9	15	0	**55**	1	8	18	41	0	**67**	0	14	90	9	0	**113**	1	26	60	29	6	**121**	0	**356**
1:15PM	37	20	16	0	**73**	1	10	31	44	0	**85**	0	12	81	4	0	**97**	1	26	58	39	4	**127**	1	**382**
1:30PM	35	18	22	0	**75**	0	13	26	36	0	**75**	0	14	88	7	0	**109**	0	26	59	21	2	**108**	0	**367**
1:45PM	27	22	25	0	**74**	0	6	15	30	0	**51**	0	20	87	11	1	**119**	0	37	60	21	3	**121**	0	**365**
Total	130	69	78	0	**277**	2	37	90	151	0	**278**	0	60	346	31	1	**438**	2	115	237	110	15	**477**	1	**1470**
% Approach	46.9%	24.9%	28.2%	0%	-	-	13.3%	32.4%	54.3%	0%	-	-	13.7%	79.0%	7.1%	0.2%	-	-	24.1%	49.7%	23.1%	3.1%	-	-	-
% Total	8.8%	4.7%	5.3%	0%	**18.8%**	-	2.5%	6.1%	10.3%	0%	**18.9%**	-	4.1%	23.5%	2.1%	0.1%	**29.8%**	-	7.8%	16.1%	7.5%	1.0%	**32.4%**	-	-
PHF	0.878	0.784	0.780	-	**0.923**	-	0.712	0.726	0.858	-	**0.818**	-	0.750	0.961	0.705	0.250	**0.920**	-	0.777	0.988	0.705	0.625	**0.939**	-	0.962
Lights	129	69	78	0	**276**	-	37	90	151	0	**278**	-	60	345	31	1	**437**	-	115	236	109	15	**475**	-	1466
% Lights	99.2%	100%	100%	0%	**99.6%**	-	100%	100%	100%	0%	**100%**	-	100%	99.7%	100%	100%	**99.8%**	-	100%	99.6%	99.1%	100%	**99.6%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	1	0	**2**	-	4
% Buses and Single-Unit Trucks	0.8%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.4%	0.9%	0%	**0.4%**	-	0.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Irving Avenue - TMC

Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666790, Location: 44.742781, -93.298051

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	143rd Street Eastbound					143rd Street Westbound					Irving Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	3	16	0	**19**	0	8	3	0	**11**	0	1	0	0	**1**	0	**31**
7:15AM	5	15	0	**20**	1	5	2	0	**7**	0	2	2	0	**4**	0	**31**
7:30AM	5	19	0	**24**	0	10	2	0	**12**	0	2	3	0	**5**	0	**41**
7:45AM	10	16	0	**26**	0	11	2	0	**13**	0	4	2	0	**6**	0	**45**
Hourly Total	23	66	0	**89**	1	34	9	0	**43**	0	9	7	0	**16**	0	**148**
4:30PM	10	37	0	**47**	0	35	8	0	**43**	0	9	9	0	**18**	0	**108**
4:45PM	13	31	0	**44**	0	46	11	0	**57**	0	19	19	0	**38**	0	**139**
Hourly Total	23	68	0	**91**	0	81	19	0	**100**	0	28	28	0	**56**	0	**247**
5:00PM	10	30	0	**40**	0	43	17	0	**60**	0	14	14	0	**28**	0	**128**
5:15PM	11	36	0	**47**	1	43	11	0	**54**	0	11	15	0	**26**	0	**127**
Hourly Total	21	66	0	**87**	1	86	28	0	**114**	0	25	29	0	**54**	0	**255**
2019-06-15 1:00PM	8	32	0	**40**	0	39	10	0	**49**	0	12	4	0	**16**	0	**105**
1:15PM	7	38	0	**45**	0	56	9	0	**65**	0	22	15	0	**37**	0	**147**
1:30PM	14	35	0	**49**	3	26	20	0	**46**	0	15	13	0	**28**	0	**123**
1:45PM	7	38	0	**45**	0	27	15	0	**42**	0	23	20	0	**43**	2	**130**
Hourly Total	36	143	0	**179**	3	148	54	0	**202**	0	72	52	0	**124**	2	**505**
Total	103	343	0	**446**	5	349	110	0	**459**	0	134	116	0	**250**	2	**1155**
% Approach	23.1%	76.9%	0%	**-**	-	76.0%	24.0%	0%	**-**	-	53.6%	46.4%	0%	**-**	-	-
% Total	8.9%	29.7%	0%	**38.6%**	-	30.2%	9.5%	0%	**39.7%**	-	11.6%	10.0%	0%	**21.6%**	-	-
Lights	102	339	0	**441**	-	343	109	0	**452**	-	134	115	0	**249**	-	1142
% Lights	99.0%	98.8%	0%	**98.9%**	-	98.3%	99.1%	0%	**98.5%**	-	100%	99.1%	0%	**99.6%**	-	98.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	4	0	**5**	-	6	1	0	**7**	-	0	1	0	**1**	-	13
% Buses and Single-Unit Trucks	1.0%	1.2%	0%	**1.1%**	-	1.7%	0.9%	0%	**1.5%**	-	0%	0.9%	0%	**0.4%**	-	1.1%
Pedestrians	-	-	-	-	5	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Irving Avenue - TMC

Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666790, Location: 44.742781, -93.298051

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	143rd Street Eastbound					143rd Street Westbound					Irving Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	3	16	0	**19**	0	8	3	0	**11**	0	1	0	0	**1**	0	**31**
7:15AM	5	15	0	**20**	1	5	2	0	**7**	0	2	2	0	**4**	0	**31**
7:30AM	5	19	0	**24**	0	10	2	0	**12**	0	2	3	0	**5**	0	**41**
7:45AM	10	16	0	**26**	0	11	2	0	**13**	0	4	2	0	**6**	0	**45**
Total	23	66	0	**89**	1	34	9	0	**43**	0	9	7	0	**16**	0	**148**
% Approach	25.8%	74.2%	0%	**-**	-	79.1%	20.9%	0%	**-**	-	56.3%	43.8%	0%	**-**	-	-
% Total	15.5%	44.6%	0%	**60.1%**	-	23.0%	6.1%	0%	**29.1%**	-	6.1%	4.7%	0%	**10.8%**	-	-
PHF	0.575	0.868	-	**0.856**	-	0.773	0.750	-	**0.827**	-	0.563	0.583	-	**0.667**	-	0.822
Lights	23	63	0	**86**	-	31	9	0	**40**	-	9	6	0	**15**	-	141
% Lights	100%	95.5%	0%	**96.6%**	-	91.2%	100%	0%	**93.0%**	-	100%	85.7%	0%	**93.8%**	-	95.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	3	0	**3**	-	3	0	0	**3**	-	0	1	0	**1**	-	7
% Buses and Single-Unit Trucks	0%	4.5%	0%	**3.4%**	-	8.8%	0%	0%	**7.0%**	-	0%	14.3%	0%	**6.3%**	-	4.7%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Irving Avenue - TMC

Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666790, Location: 44.742781, -93.298051

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	143rd Street Eastbound					143rd Street Westbound					Irving Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-13 4:30PM	10	37	0	**47**	0	35	8	0	**43**	0	9	9	0	**18**	0	**108**
4:45PM	13	31	0	**44**	0	46	11	0	**57**	0	19	19	0	**38**	0	**139**
5:00PM	10	30	0	**40**	0	43	17	0	**60**	0	14	14	0	**28**	0	**128**
5:15PM	11	36	0	**47**	1	43	11	0	**54**	0	11	15	0	**26**	0	**127**
Total	44	134	0	**178**	1	167	47	0	**214**	0	53	57	0	**110**	0	**502**
% Approach	24.7%	75.3%	0%	**-**	-	78.0%	22.0%	0%	**-**	-	48.2%	51.8%	0%	**-**	-	-
% Total	8.8%	26.7%	0%	**35.5%**	-	33.3%	9.4%	0%	**42.6%**	-	10.6%	11.4%	0%	**21.9%**	-	-
PHF	0.846	0.905	-	**0.947**	-	0.908	0.691	-	**0.892**	-	0.697	0.750	-	**0.724**	-	0.903
Lights	43	134	0	**177**	-	165	46	0	**211**	-	53	57	0	**110**	-	498
% Lights	97.7%	100%	0%	**99.4%**	-	98.8%	97.9%	0%	**98.6%**	-	100%	100%	0%	**100%**	-	99.2%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	**1**	-	2	1	0	**3**	-	0	0	0	**0**	-	4
% Buses and Single-Unit Trucks	2.3%	0%	0%	**0.6%**	-	1.2%	2.1%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	0.8%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

143rd Street & Irving Avenue - TMC

Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666790, Location: 44.742781, -93.298051

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	143rd Street Eastbound					143rd Street Westbound					Irving Avenue Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	8	32	0	**40**	0	39	10	0	**49**	0	12	4	0	**16**	0	**105**
1:15PM	7	38	0	**45**	0	56	9	0	**65**	0	22	15	0	**37**	0	**147**
1:30PM	14	35	0	**49**	3	26	20	0	**46**	0	15	13	0	**28**	0	**123**
1:45PM	7	38	0	**45**	0	27	15	0	**42**	0	23	20	0	**43**	2	**130**
Total	36	143	0	**179**	3	148	54	0	**202**	0	72	52	0	**124**	2	**505**
% Approach	20.1%	79.9%	0%	**-**	-	73.3%	26.7%	0%	**-**	-	58.1%	41.9%	0%	**-**	-	-
% Total	7.1%	28.3%	0%	**35.4%**	-	29.3%	10.7%	0%	**40.0%**	-	14.3%	10.3%	0%	**24.6%**	-	-
PHF	0.643	0.941	-	**0.913**	-	0.661	0.675	-	**0.777**	-	0.783	0.650	-	**0.721**	-	0.859
Lights	36	142	0	**178**	-	147	54	0	**201**	-	72	52	0	**124**	-	503
% Lights	100%	99.3%	0%	**99.4%**	-	99.3%	100%	0%	**99.5%**	-	100%	100%	0%	**100%**	-	99.6%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	2
% Buses and Single-Unit Trucks	0%	0.7%	0%	**0.6%**	-	0.7%	0%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 140th Street - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666814, Location: 44.750064, -93.287925

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street						140th Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	9	8	1	0	**18**	0	0	10	1	0	**11**	0	**32**
7:15AM	1	0	2	0	**3**	0	0	0	1	0	**1**	0	13	9	0	0	**22**	0	0	6	3	0	**9**	0	**35**
7:30AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	11	8	1	0	**20**	0	0	6	1	0	**7**	0	**30**
7:45AM	2	0	2	0	**4**	0	1	0	0	0	**1**	0	12	18	2	0	**32**	0	0	20	3	0	**23**	0	**60**
Hourly Total	3	0	10	0	**13**	0	1	0	1	0	**2**	0	45	43	4	0	**92**	0	0	42	8	0	**50**	0	**157**
4:30PM	10	3	10	0	**23**	0	7	2	16	0	**25**	1	9	54	6	0	**69**	0	7	59	3	0	**69**	0	**186**
4:45PM	9	1	6	0	**16**	0	15	0	17	0	**32**	0	9	62	7	0	**78**	0	9	79	2	1	**91**	0	**217**
Hourly Total	19	4	16	0	**39**	0	22	2	33	0	**57**	1	18	116	13	0	**147**	0	16	138	5	1	**160**	0	**403**
5:00PM	8	3	16	0	**27**	0	11	2	14	0	**27**	0	9	71	4	0	**84**	0	8	63	3	0	**74**	0	**212**
5:15PM	5	3	15	0	**23**	0	8	5	12	0	**25**	0	13	73	10	0	**96**	0	5	60	2	0	**67**	0	**211**
Hourly Total	13	6	31	0	**50**	0	19	7	26	0	**52**	0	22	144	14	0	**180**	0	13	123	5	0	**141**	0	**423**
2019-06-22 1:00PM	8	3	11	0	**22**	0	10	6	15	0	**31**	1	7	73	13	0	**93**	1	6	59	2	0	**67**	0	**213**
1:15PM	3	2	5	0	**10**	3	14	1	17	0	**32**	0	14	70	9	0	**93**	0	7	66	0	0	**73**	0	**208**
1:30PM	5	1	7	0	**13**	0	20	6	16	0	**42**	0	8	65	19	0	**92**	0	7	71	1	0	**79**	0	**226**
1:45PM	3	3	7	0	**13**	1	12	6	12	0	**30**	0	15	65	13	0	**93**	0	9	84	1	0	**94**	0	**230**
Hourly Total	19	9	30	0	**58**	4	56	19	60	0	**135**	1	44	273	54	0	**371**	1	29	280	4	0	**313**	0	**877**
Total	54	19	87	0	**160**	4	98	28	120	0	**246**	2	129	576	85	0	**790**	1	58	583	22	1	**664**	0	**1860**
% Approach	33.8%	11.9%	54.4%	0%	**-**	-	39.8%	11.4%	48.8%	0%	**-**	-	16.3%	72.9%	10.8%	0%	**-**	-	8.7%	87.8%	3.3%	0.2%	**-**	-	-
% Total	2.9%	1.0%	4.7%	0%	**8.6%**	-	5.3%	1.5%	6.5%	0%	**13.2%**	-	6.9%	31.0%	4.6%	0%	**42.5%**	-	3.1%	31.3%	1.2%	0.1%	**35.7%**	-	-
Lights	53	18	87	0	**158**	-	98	28	120	0	**246**	-	124	571	85	0	**780**	-	58	581	20	1	**660**	-	1844
% Lights	98.1%	94.7%	100%	0%	**98.8%**	-	100%	100%	100%	0%	**100%**	-	96.1%	99.1%	100%	0%	**98.7%**	-	100%	99.7%	90.9%	100%	**99.4%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.8%	0.3%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	0	0	0	0	**0**	-	4	3	0	0	**7**	-	0	1	2	0	**3**	-	12
% Buses and Single-Unit Trucks	1.9%	5.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	3.1%	0.5%	0%	0%	**0.9%**	-	0%	0.2%	9.1%	0%	**0.5%**	-	0.6%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 140th Street - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666814, Location: 44.750064, -93.287925

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street						140th Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	9	8	1	0	**18**	0	0	10	1	0	**11**	0	**32**
7:15AM	1	0	2	0	**3**	0	0	0	1	0	**1**	0	13	9	0	0	**22**	0	0	6	3	0	**9**	0	**35**
7:30AM	0	0	3	0	**3**	0	0	0	0	0	**0**	0	11	8	1	0	**20**	0	0	6	1	0	**7**	0	**30**
7:45AM	2	0	2	0	**4**	0	1	0	0	0	**1**	0	12	18	2	0	**32**	0	0	20	3	0	**23**	0	**60**
Total	3	0	10	0	**13**	0	1	0	1	0	**2**	0	45	43	4	0	**92**	0	0	42	8	0	**50**	0	**157**
% Approach	23.1%	0%	76.9%	0%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	48.9%	46.7%	4.3%	0%	**-**	-	0%	84.0%	16.0%	0%	**-**	-	**-**
% Total	1.9%	0%	6.4%	0%	**8.3%**	-	0.6%	0%	0.6%	0%	**1.3%**	-	28.7%	27.4%	2.5%	0%	**58.6%**	-	0%	26.8%	5.1%	0%	**31.8%**	-	**-**
PHF	0.375	-	0.833	-	**0.813**	-	0.250	-	0.250	-	**0.500**	-	0.865	0.597	0.500	-	**0.719**	-	-	0.525	0.667	-	**0.543**	-	0.654
Lights	3	0	10	0	**13**	-	1	0	1	0	**2**	-	41	40	4	0	**85**	-	0	41	8	0	**49**	-	149
% Lights	100%	0%	100%	0%	**100%**	-	100%	0%	100%	0%	**100%**	-	91.1%	93.0%	100%	0%	**92.4%**	-	0%	97.6%	100%	0%	**98.0%**	-	94.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0%	0%	**1.1%**	-	0%	2.4%	0%	0%	**2.0%**	-	1.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4	2	0	0	**6**	-	0	0	0	0	**0**	-	6
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	8.9%	4.7%	0%	0%	**6.5%**	-	0%	0%	0%	0%	**0%**	-	3.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 140th Street - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666814, Location: 44.750064, -93.287925

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street						140th Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	10	3	10	0	**23**	0	7	2	16	0	**25**	1	9	54	6	0	**69**	0	7	59	3	0	**69**	0	**186**
4:45PM	9	1	6	0	**16**	0	15	0	17	0	**32**	0	9	62	7	0	**78**	0	9	79	2	1	**91**	0	**217**
5:00PM	8	3	16	0	**27**	0	11	2	14	0	**27**	0	9	71	4	0	**84**	0	8	63	3	0	**74**	0	**212**
5:15PM	5	3	15	0	**23**	0	8	5	12	0	**25**	0	13	73	10	0	**96**	0	5	60	2	0	**67**	0	**211**
Total	32	10	47	0	**89**	0	41	9	59	0	**109**	1	40	260	27	0	**327**	0	29	261	10	1	**301**	0	**826**
% Approach	36.0%	11.2%	52.8%	0%	**-**	-	37.6%	8.3%	54.1%	0%	**-**	-	12.2%	79.5%	8.3%	0%	**-**	-	9.6%	86.7%	3.3%	0.3%	**-**	-	**-**
% Total	3.9%	1.2%	5.7%	0%	**10.8%**	-	5.0%	1.1%	7.1%	0%	**13.2%**	-	4.8%	31.5%	3.3%	0%	**39.6%**	-	3.5%	31.6%	1.2%	0.1%	**36.4%**	-	**-**
PHF	0.800	0.833	0.734	-	**0.824**	-	0.683	0.450	0.868	-	**0.852**	-	0.769	0.890	0.675	-	**0.852**	-	0.806	0.826	0.833	0.250	**0.827**	-	0.952
Lights	31	10	47	0	**88**	-	41	9	59	0	**109**	-	40	259	27	0	**326**	-	29	260	9	1	**299**	-	822
% Lights	96.9%	100%	100%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	100%	99.6%	100%	0%	**99.7%**	-	100%	99.6%	90.0%	100%	**99.3%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	1	0	**2**	-	4
% Buses and Single-Unit Trucks	3.1%	0%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0.4%	10.0%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 140th Street - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666814, Location: 44.750064, -93.287925

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street						140th Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	8	3	11	0	**22**	0	10	6	15	0	**31**	1	7	73	13	0	**93**	1	6	59	2	0	**67**	0	**213**
1:15PM	3	2	5	0	**10**	3	14	1	17	0	**32**	0	14	70	9	0	**93**	0	7	66	0	0	**73**	0	**208**
1:30PM	5	1	7	0	**13**	0	20	6	16	0	**42**	0	8	65	19	0	**92**	0	7	71	1	0	**79**	0	**226**
1:45PM	3	3	7	0	**13**	1	12	6	12	0	**30**	0	15	65	13	0	**93**	0	9	84	1	0	**94**	0	**230**
Total	19	9	30	0	**58**	4	56	19	60	0	**135**	1	44	273	54	0	**371**	1	29	280	4	0	**313**	0	**877**
% Approach	32.8%	15.5%	51.7%	0%	**-**	-	41.5%	14.1%	44.4%	0%	**-**	-	11.9%	73.6%	14.6%	0%	**-**	-	9.3%	89.5%	1.3%	0%	**-**	-	**-**
% Total	2.2%	1.0%	3.4%	0%	**6.6%**	-	6.4%	2.2%	6.8%	0%	**15.4%**	-	5.0%	31.1%	6.2%	0%	**42.3%**	-	3.3%	31.9%	0.5%	0%	**35.7%**	-	**-**
PHF	0.594	0.750	0.682	-	**0.659**	-	0.700	0.792	0.882	-	**0.804**	-	0.733	0.935	0.711	-	**0.997**	-	0.806	0.833	0.500	-	**0.832**	-	0.953
Lights	19	8	30	0	**57**	-	56	19	60	0	**135**	-	43	272	54	0	**369**	-	29	280	3	0	**312**	-	873
% Lights	100%	88.9%	100%	0%	**98.3%**	-	100%	100%	100%	0%	**100%**	-	97.7%	99.6%	100%	0%	**99.5%**	-	100%	100%	75.0%	0%	**99.7%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.3%	0.4%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	11.1%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	25.0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 141st Street - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666815, Location: 44.747891, -93.287929

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	1	0	5	0	**6**	0	1	0	0	0	**1**	0	2	17	4	0	**23**	0	1	7	2	0	**10**	0	**40**
7:15AM	3	0	4	0	**7**	0	5	0	0	0	**5**	0	3	25	3	0	**31**	0	0	8	0	0	**8**	0	**51**
7:30AM	2	2	4	0	**8**	0	2	0	0	0	**2**	0	10	14	2	0	**26**	0	0	8	1	0	**9**	0	**45**
7:45AM	4	1	4	0	**9**	0	0	0	0	0	**0**	0	8	29	7	0	**44**	0	0	12	3	0	**15**	0	**68**
Hourly Total	10	3	17	0	**30**	0	8	0	0	0	**8**	0	23	85	16	0	**124**	0	1	35	6	0	**42**	0	**204**
4:30PM	13	8	55	0	**76**	0	22	2	4	0	**28**	0	37	56	34	1	**128**	0	1	48	12	0	**61**	0	**293**
4:45PM	20	4	39	0	**63**	0	25	7	6	0	**38**	0	48	39	33	1	**121**	0	8	56	11	0	**75**	0	**297**
Hourly Total	33	12	94	0	**139**	0	47	9	10	0	**66**	0	85	95	67	2	**249**	0	9	104	23	0	**136**	0	**590**
5:00PM	17	10	58	0	**85**	0	33	5	10	0	**48**	0	37	46	38	1	**122**	0	5	64	9	0	**78**	0	**333**
5:15PM	17	4	65	0	**86**	0	25	2	8	0	**35**	0	45	63	31	0	**139**	0	8	53	18	0	**79**	0	**339**
Hourly Total	34	14	123	0	**171**	0	58	7	18	0	**83**	0	82	109	69	1	**261**	0	13	117	27	0	**157**	0	**672**
2019-06-22 1:00PM	23	7	68	0	**98**	0	38	7	9	0	**54**	0	55	54	41	1	**151**	0	4	60	5	0	**69**	1	**372**
1:15PM	14	8	71	0	**93**	0	30	9	10	0	**49**	0	64	59	48	0	**171**	0	3	48	14	0	**65**	0	**378**
1:30PM	19	9	75	0	**103**	0	39	10	6	0	**55**	0	50	52	37	0	**139**	0	2	65	15	0	**82**	0	**379**
1:45PM	30	9	73	0	**112**	0	44	9	5	0	**58**	0	46	53	43	1	**143**	0	8	70	19	0	**97**	0	**410**
Hourly Total	86	33	287	0	**406**	0	151	35	30	0	**216**	0	215	218	169	2	**604**	0	17	243	53	0	**313**	1	**1539**
Total	163	62	521	0	**746**	0	264	51	58	0	**373**	0	405	507	321	5	**1238**	0	40	499	109	0	**648**	1	**3005**
% Approach	21.8%	8.3%	69.8%	0%	**-**	-	70.8%	13.7%	15.5%	0%	**-**	-	32.7%	41.0%	25.9%	0.4%	**-**	-	6.2%	77.0%	16.8%	0%	**-**	-	-
% Total	5.4%	2.1%	17.3%	0%	**24.8%**	-	8.8%	1.7%	1.9%	0%	**12.4%**	-	13.5%	16.9%	10.7%	0.2%	**41.2%**	-	1.3%	16.6%	3.6%	0%	**21.6%**	-	-
Lights	163	62	518	0	**743**	-	262	51	58	0	**371**	-	405	496	318	5	**1224**	-	40	492	109	0	**641**	-	2979
% Lights	100%	100%	99.4%	0%	**99.6%**	-	99.2%	100%	100%	0%	**99.5%**	-	100%	97.8%	99.1%	100%	**98.9%**	-	100%	98.6%	100%	0%	**98.9%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	1	0	**5**	-	0	4	0	0	**4**	-	9
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0.3%	0%	**0.4%**	-	0%	0.8%	0%	0%	**0.6%**	-	0.3%
Buses and Single-Unit Trucks	0	0	3	0	**3**	-	2	0	0	0	**2**	-	0	7	2	0	**9**	-	0	3	0	0	**3**	-	17
% Buses and Single-Unit Trucks	0%	0%	0.6%	0%	**0.4%**	-	0.8%	0%	0%	0%	**0.5%**	-	0%	1.4%	0.6%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 141st Street - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666815, Location: 44.747891, -93.287929

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	1	0	5	0	**6**	0	1	0	0	0	**1**	0	2	17	4	0	**23**	0	1	7	2	0	**10**	0	**40**
7:15AM	3	0	4	0	**7**	0	5	0	0	0	**5**	0	3	25	3	0	**31**	0	0	8	0	0	**8**	0	**51**
7:30AM	2	2	4	0	**8**	0	2	0	0	0	**2**	0	10	14	2	0	**26**	0	0	8	1	0	**9**	0	**45**
7:45AM	4	1	4	0	**9**	0	0	0	0	0	**0**	0	8	29	7	0	**44**	0	0	12	3	0	**15**	0	**68**
Total	10	3	17	0	**30**	0	8	0	0	0	**8**	0	23	85	16	0	**124**	0	1	35	6	0	**42**	0	**204**
% Approach	33.3%	10.0%	56.7%	0%	**-**	-	100%	0%	0%	0%	**-**	-	18.5%	68.5%	12.9%	0%	**-**	-	2.4%	83.3%	14.3%	0%	**-**	-	-
% Total	4.9%	1.5%	8.3%	0%	**14.7%**	-	3.9%	0%	0%	0%	**3.9%**	-	11.3%	41.7%	7.8%	0%	**60.8%**	-	0.5%	17.2%	2.9%	0%	**20.6%**	-	-
PHF	0.625	0.375	0.850	-	**0.833**	-	0.400	-	-	-	**0.400**	-	0.575	0.733	0.571	-	**0.705**	-	0.250	0.729	0.500	-	**0.700**	-	0.750
Lights	10	3	17	0	**30**	-	7	0	0	0	**7**	-	23	78	14	0	**115**	-	1	32	6	0	**39**	-	191
% Lights	100%	100%	100%	0%	**100%**	-	87.5%	0%	0%	0%	**87.5%**	-	100%	91.8%	87.5%	0%	**92.7%**	-	100%	91.4%	100%	0%	**92.9%**	-	93.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	2.4%	0%	0%	**1.6%**	-	0%	2.9%	0%	0%	**2.4%**	-	1.5%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	5	2	0	**7**	-	0	2	0	0	**2**	-	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	12.5%	0%	0%	0%	**12.5%**	-	0%	5.9%	12.5%	0%	**5.6%**	-	0%	5.7%	0%	0%	**4.8%**	-	4.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 141st Street - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666815, Location: 44.747891, -93.287929

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	13	8	55	0	**76**	0	22	2	4	0	**28**	0	37	56	34	1	**128**	0	1	48	12	0	**61**	0	**293**
4:45PM	20	4	39	0	**63**	0	25	7	6	0	**38**	0	48	39	33	1	**121**	0	8	56	11	0	**75**	0	**297**
5:00PM	17	10	58	0	**85**	0	33	5	10	0	**48**	0	37	46	38	1	**122**	0	5	64	9	0	**78**	0	**333**
5:15PM	17	4	65	0	**86**	0	25	2	8	0	**35**	0	45	63	31	0	**139**	0	8	53	18	0	**79**	0	**339**
Total	67	26	217	0	**310**	0	105	16	28	0	**149**	0	167	204	136	3	**510**	0	22	221	50	0	**293**	0	**1262**
% Approach	21.6%	8.4%	70.0%	0%	**-**	-	70.5%	10.7%	18.8%	0%	**-**	-	32.7%	40.0%	26.7%	0.6%	**-**	-	7.5%	75.4%	17.1%	0%	**-**	-	-
% Total	5.3%	2.1%	17.2%	0%	**24.6%**	-	8.3%	1.3%	2.2%	0%	**11.8%**	-	13.2%	16.2%	10.8%	0.2%	**40.4%**	-	1.7%	17.5%	4.0%	0%	**23.2%**	-	-
PHF	0.838	0.650	0.835	-	**0.901**	-	0.795	0.571	0.700	-	**0.776**	-	0.870	0.810	0.895	0.750	**0.917**	-	0.688	0.863	0.694	-	**0.927**	-	0.931
Lights	67	26	215	0	**308**	-	105	16	28	0	**149**	-	167	202	136	3	**508**	-	22	218	50	0	**290**	-	1255
% Lights	100%	100%	99.1%	0%	**99.4%**	-	100%	100%	100%	0%	**100%**	-	100%	99.0%	100%	100%	**99.6%**	-	100%	98.6%	100%	0%	**99.0%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.7%**	-	0.2%
Buses and Single-Unit Trucks	0	0	2	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	5
% Buses and Single-Unit Trucks	0%	0%	0.9%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.4%**	-	0%	0.5%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Aldrich Avenue & 141st Street - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666815, Location: 44.747891, -93.287929

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-22 1:00PM	23	7	68	0	**98**	0	38	7	9	0	**54**	0	55	54	41	1	**151**	0	4	60	5	0	**69**	1	**372**
1:15PM	14	8	71	0	**93**	0	30	9	10	0	**49**	0	64	59	48	0	**171**	0	3	48	14	0	**65**	0	**378**
1:30PM	19	9	75	0	**103**	0	39	10	6	0	**55**	0	50	52	37	0	**139**	0	2	65	15	0	**82**	0	**379**
1:45PM	30	9	73	0	**112**	0	44	9	5	0	**58**	0	46	53	43	1	**143**	0	8	70	19	0	**97**	0	**410**
Total	86	33	287	0	**406**	0	151	35	30	0	**216**	0	215	218	169	2	**604**	0	17	243	53	0	**313**	1	**1539**
% Approach	21.2%	8.1%	70.7%	0%	**-**	-	69.9%	16.2%	13.9%	0%	**-**	-	35.6%	36.1%	28.0%	0.3%	**-**	-	5.4%	77.6%	16.9%	0%	**-**	-	**-**
% Total	5.6%	2.1%	18.6%	0%	**26.4%**	-	9.8%	2.3%	1.9%	0%	**14.0%**	-	14.0%	14.2%	11.0%	0.1%	**39.2%**	-	1.1%	15.8%	3.4%	0%	**20.3%**	-	**-**
PHF	0.717	0.917	0.957	-	**0.906**	-	0.858	0.875	0.750	-	**0.931**	-	0.840	0.924	0.880	0.500	**0.883**	-	0.531	0.868	0.697	-	**0.807**	-	0.938
Lights	86	33	286	0	**405**	-	150	35	30	0	**215**	-	215	216	168	2	**601**	-	17	242	53	0	**312**	-	1533
% Lights	100%	100%	99.7%	0%	**99.8%**	-	99.3%	100%	100%	0%	**99.5%**	-	100%	99.1%	99.4%	100%	**99.5%**	-	100%	99.6%	100%	0%	**99.7%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	1	0	**3**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0.6%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses and Single-Unit Trucks	0%	0%	0.3%	0%	**0.2%**	-	0.7%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & Middle Mall Driveway - TMC

Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666784, Location: 44.742604, -93.283451

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	Buck Hill Road Eastbound					Middle Mall Driveway Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	1	0	0	**1**	0	1	71	0	**72**	0	37	4	0	**41**	0	**114**
7:15AM	2	0	0	**2**	0	1	71	0	**72**	0	54	0	0	**54**	0	**128**
7:30AM	0	0	0	**0**	0	0	59	0	**59**	0	30	1	0	**31**	0	**90**
7:45AM	0	0	0	**0**	0	0	59	0	**59**	0	61	2	0	**63**	0	**122**
Hourly Total	3	0	0	**3**	0	2	260	0	**262**	0	182	7	0	**189**	0	**454**
4:30PM	7	4	0	**11**	0	7	85	0	**92**	0	105	4	0	**109**	0	**212**
4:45PM	2	2	0	**4**	0	9	92	0	**101**	0	142	6	0	**148**	0	**253**
Hourly Total	9	6	0	**15**	0	16	177	0	**193**	0	247	10	0	**257**	0	**465**
5:00PM	7	2	0	**9**	0	7	77	0	**84**	0	132	4	0	**136**	0	**229**
5:15PM	3	5	0	**8**	0	8	65	0	**73**	0	128	8	0	**136**	0	**217**
Hourly Total	10	7	0	**17**	0	15	142	0	**157**	0	260	12	0	**272**	0	**446**
2019-06-15 1:00PM	14	6	0	**20**	0	22	108	0	**130**	0	127	15	0	**142**	0	**292**
1:15PM	16	11	0	**27**	0	25	107	0	**132**	0	125	17	0	**142**	0	**301**
1:30PM	18	9	1	**28**	0	21	106	0	**127**	0	111	9	0	**120**	0	**275**
1:45PM	20	15	0	**35**	0	11	95	0	**106**	0	112	6	0	**118**	0	**259**
Hourly Total	68	41	1	**110**	0	79	416	0	**495**	0	475	47	0	**522**	0	**1127**
Total	90	54	1	**145**	0	112	995	0	**1107**	0	1164	76	0	**1240**	0	**2492**
% Approach	62.1%	37.2%	0.7%	-	-	10.1%	89.9%	0%	-	-	93.9%	6.1%	0%	-	-	-
% Total	3.6%	2.2%	0%	**5.8%**	-	4.5%	39.9%	0%	**44.4%**	-	46.7%	3.0%	0%	**49.8%**	-	-
Lights	89	53	1	**143**	-	112	986	0	**1098**	-	1152	76	0	**1228**	-	2469
% Lights	98.9%	98.1%	100%	**98.6%**	-	100%	99.1%	0%	**99.2%**	-	99.0%	100%	0%	**99.0%**	-	99.1%
Articulated Trucks	0	1	0	**1**	-	0	2	0	**2**	-	2	0	0	**2**	-	5
% Articulated Trucks	0%	1.9%	0%	**0.7%**	-	0%	0.2%	0%	**0.2%**	-	0.2%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	1	0	0	**1**	-	0	7	0	**7**	-	10	0	0	**10**	-	18
% Buses and Single-Unit Trucks	1.1%	0%	0%	**0.7%**	-	0%	0.7%	0%	**0.6%**	-	0.9%	0%	0%	**0.8%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & Middle Mall Driveway - TMC

Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666784, Location: 44.742604, -93.283451

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	Buck Hill Road Eastbound					Middle Mall Driveway Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	1	0	0	**1**	0	1	71	0	**72**	0	37	4	0	**41**	0	**114**
7:15AM	2	0	0	**2**	0	1	71	0	**72**	0	54	0	0	**54**	0	**128**
7:30AM	0	0	0	**0**	0	0	59	0	**59**	0	30	1	0	**31**	0	**90**
7:45AM	0	0	0	**0**	0	0	59	0	**59**	0	61	2	0	**63**	0	**122**
Total	3	0	0	**3**	0	2	260	0	**262**	0	182	7	0	**189**	0	**454**
% Approach	100%	0%	0%	**-**	-	0.8%	99.2%	0%	**-**	-	96.3%	3.7%	0%	**-**	-	**-**
% Total	0.7%	0%	0%	**0.7%**	-	0.4%	57.3%	0%	**57.7%**	-	40.1%	1.5%	0%	**41.6%**	-	**-**
PHF	0.375	-	-	**0.375**	-	0.500	0.915	-	**0.910**	-	0.746	0.438	-	**0.750**	-	0.887
Lights	2	0	0	**2**	-	2	257	0	**259**	-	175	7	0	**182**	-	443
% Lights	66.7%	0%	0%	**66.7%**	-	100%	98.8%	0%	**98.9%**	-	96.2%	100%	0%	**96.3%**	-	97.6%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.4%
Buses and Single-Unit Trucks	1	0	0	**1**	-	0	1	0	**1**	-	7	0	0	**7**	-	9
% Buses and Single-Unit Trucks	33.3%	0%	0%	**33.3%**	-	0%	0.4%	0%	**0.4%**	-	3.8%	0%	0%	**3.7%**	-	2.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & Middle Mall Driveway - TMC

Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666784, Location: 44.742604, -93.283451

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	Buck Hill Road Eastbound					Middle Mall Driveway Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-13 4:30PM	7	4	0	**11**	0	7	85	0	**92**	0	105	4	0	**109**	0	**212**
4:45PM	2	2	0	**4**	0	9	92	0	**101**	0	142	6	0	**148**	0	**253**
5:00PM	7	2	0	**9**	0	7	77	0	**84**	0	132	4	0	**136**	0	**229**
5:15PM	3	5	0	**8**	0	8	65	0	**73**	0	128	8	0	**136**	0	**217**
Total	19	13	0	**32**	0	31	319	0	**350**	0	507	22	0	**529**	0	**911**
% Approach	59.4%	40.6%	0%	**-**	-	8.9%	91.1%	0%	**-**	-	95.8%	4.2%	0%	**-**	-	-
% Total	2.1%	1.4%	0%	**3.5%**	-	3.4%	35.0%	0%	**38.4%**	-	55.7%	2.4%	0%	**58.1%**	-	-
PHF	0.679	0.650	-	**0.727**	-	0.861	0.867	-	**0.866**	-	0.893	0.688	-	**0.894**	-	0.900
Lights	19	13	0	**32**	-	31	315	0	**346**	-	507	22	0	**529**	-	907
% Lights	100%	100%	0%	**100%**	-	100%	98.7%	0%	**98.9%**	-	100%	100%	0%	**100%**	-	99.6%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	4	0	**4**	-	0	0	0	**0**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	1.3%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & Middle Mall Driveway - TMC

Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666784, Location: 44.742604, -93.283451

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	Buck Hill Road Eastbound					Middle Mall Driveway Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	14	6	0	**20**	0	22	108	0	**130**	0	127	15	0	**142**	0	**292**
1:15PM	16	11	0	**27**	0	25	107	0	**132**	0	125	17	0	**142**	0	**301**
1:30PM	18	9	1	**28**	0	21	106	0	**127**	0	111	9	0	**120**	0	**275**
1:45PM	20	15	0	**35**	0	11	95	0	**106**	0	112	6	0	**118**	0	**259**
Total	68	41	1	**110**	0	79	416	0	**495**	0	475	47	0	**522**	0	**1127**
% Approach	61.8%	37.3%	0.9%	**-**	-	16.0%	84.0%	0%	**-**	-	91.0%	9.0%	0%	**-**	-	-
% Total	6.0%	3.6%	0.1%	**9.8%**	-	7.0%	36.9%	0%	**43.9%**	-	42.1%	4.2%	0%	**46.3%**	-	-
PHF	0.850	0.683	0.250	**0.786**	-	0.790	0.963	-	**0.938**	-	0.935	0.691	-	**0.919**	-	0.936
Lights	68	40	1	**109**	-	79	414	0	**493**	-	470	47	0	**517**	-	1119
% Lights	100%	97.6%	100%	**99.1%**	-	100%	99.5%	0%	**99.6%**	-	98.9%	100%	0%	**99.0%**	-	99.3%
Articulated Trucks	0	1	0	**1**	-	0	0	0	**0**	-	2	0	0	**2**	-	3
% Articulated Trucks	0%	2.4%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	0.3%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	2	0	**2**	-	3	0	0	**3**	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.5%	0%	**0.4%**	-	0.6%	0%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & North Mall Driveway - ATR
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-13 7:00AM	1	**1**	2	**2**	**3**
7:15AM	3	**3**	1	**1**	**4**
7:30AM	2	**2**	1	**1**	**3**
7:45AM	1	**1**	0	**0**	**1**
Hourly Total	7	**7**	4	**4**	**11**
4:30PM	5	**5**	2	**2**	**7**
4:45PM	12	**12**	4	**4**	**16**
Hourly Total	17	**17**	6	**6**	**23**
5:00PM	11	**11**	6	**6**	**17**
5:15PM	3	**3**	11	**11**	**14**
Hourly Total	14	**14**	17	**17**	**31**
2019-06-15 1:00PM	8	**8**	14	**14**	**22**
1:15PM	10	**10**	19	**19**	**29**
1:30PM	6	**6**	16	**16**	**22**
1:45PM	14	**14**	23	**23**	**37**
Hourly Total	38	**38**	72	**72**	**110**
Total	76	**76**	99	**99**	**175**
% Approach	100%	-	100%	-	-
% Total	43.4%	**43.4%**	56.6%	**56.6%**	-
Lights	76	**76**	98	**98**	174
% Lights	100%	**100%**	99.0%	**99.0%**	99.4%
Articulated Trucks	0	**0**	1	**1**	1
% Articulated Trucks	0%	**0%**	1.0%	**1.0%**	0.6%
Buses and Single-Unit Trucks	0	**0**	0	**0**	0
% Buses and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%

*T: Thru

Buck Hill Road & North Mall Driveway - ATR
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Buck Hill Road & North Mall Driveway - ATR
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

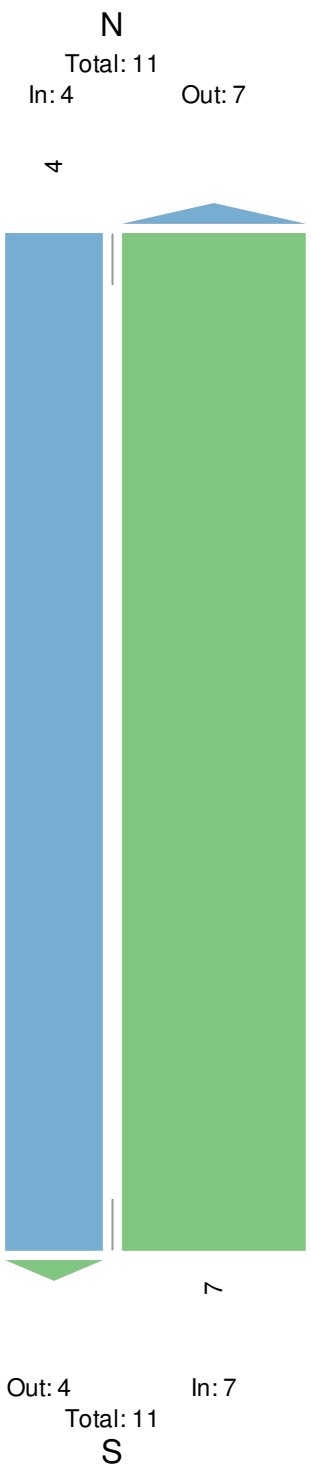
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-13 7:00AM	1	**1**	2	**2**	**3**
7:15AM	3	**3**	1	**1**	**4**
7:30AM	2	**2**	1	**1**	**3**
7:45AM	1	**1**	0	**0**	**1**
Total	7	**7**	4	**4**	**11**
% Approach	100%	-	100%	-	-
% Total	63.6%	**63.6%**	36.4%	**36.4%**	-
PHF	0.583	**0.583**	0.500	**0.500**	0.688
Lights	7	**7**	4	**4**	11
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks	0	**0**	0	**0**	0
% Articulated Trucks	0%	**0%**	0%	**0%**	0%
Buses and Single-Unit Trucks	0	**0**	0	**0**	0
% Buses and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%

*T: Thru

Buck Hill Road & North Mall Driveway - ATR
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Buck Hill Road & North Mall Driveway - ATR
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

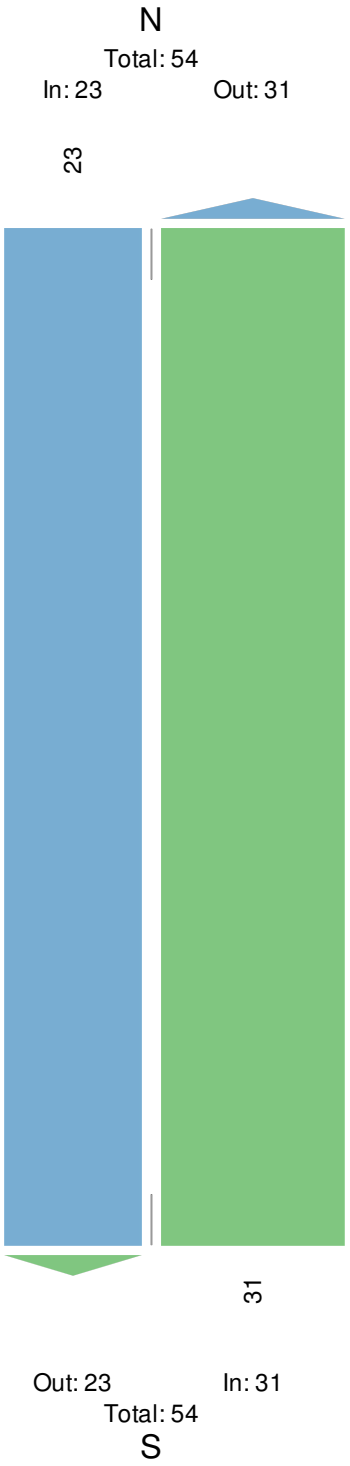
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-13 4:30PM	5	**5**	2	**2**	**7**
4:45PM	12	**12**	4	**4**	**16**
5:00PM	11	**11**	6	**6**	**17**
5:15PM	3	**3**	11	**11**	**14**
Total	31	**31**	23	**23**	**54**
% Approach	100%	-	100%	-	-
% Total	57.4%	**57.4%**	42.6%	**42.6%**	-
PHF	0.646	**0.646**	0.523	**0.523**	0.794
Lights	31	**31**	22	**22**	53
% Lights	100%	**100%**	95.7%	**95.7%**	98.1%
Articulated Trucks	0	**0**	1	**1**	1
% Articulated Trucks	0%	**0%**	4.3%	**4.3%**	1.9%
Buses and Single-Unit Trucks	0	**0**	0	**0**	0
% Buses and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%

*T: Thru

Buck Hill Road & North Mall Driveway - ATR
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Buck Hill Road & North Mall Driveway - ATR
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

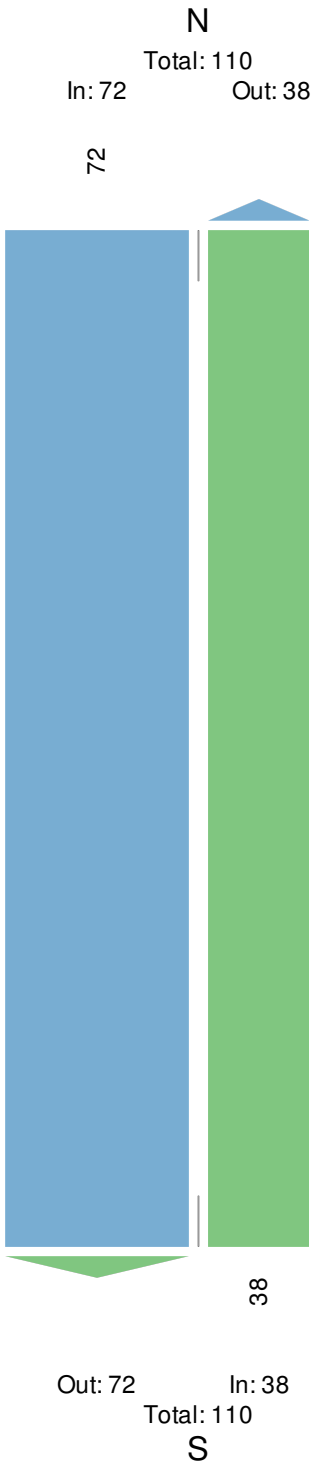
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-15 1:00PM	8	**8**	14	**14**	**22**
1:15PM	10	**10**	19	**19**	**29**
1:30PM	6	**6**	16	**16**	**22**
1:45PM	14	**14**	23	**23**	**37**
Total	38	**38**	72	**72**	**110**
% Approach	100%	-	100%	-	-
% Total	34.5%	**34.5%**	65.5%	**65.5%**	-
PHF	0.679	**0.679**	0.783	**0.783**	0.743
Lights	38	**38**	72	**72**	110
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks	0	**0**	0	**0**	0
% Articulated Trucks	0%	**0%**	0%	**0%**	0%
Buses and Single-Unit Trucks	0	**0**	0	**0**	0
% Buses and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%

*T: Thru

Buck Hill Road & North Mall Driveway - ATR
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672333, Location: 44.74386, -93.283474

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Buck Hill Road & South Mall Driveway - TMC

Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666783, Location: 44.741125, -93.283646

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Mall Driveway Eastbound					Buck Hill Road Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	1	0	0	**1**	0	2	70	0	**72**	0	25	2	0	**27**	0	**100**
7:15AM	2	1	0	**3**	0	2	71	0	**73**	0	45	6	0	**51**	0	**127**
7:30AM	0	0	0	**0**	0	0	61	0	**61**	0	28	1	0	**29**	0	**90**
7:45AM	2	0	0	**2**	0	4	54	0	**58**	0	53	8	0	**61**	0	**121**
Hourly Total	5	1	0	**6**	0	8	256	0	**264**	0	151	17	0	**168**	0	**438**
4:30PM	17	11	0	**28**	0	6	77	0	**83**	0	102	2	0	**104**	0	**215**
4:45PM	10	17	0	**27**	0	11	85	0	**96**	0	132	8	0	**140**	0	**263**
Hourly Total	27	28	0	**55**	0	17	162	0	**179**	0	234	10	0	**244**	0	**478**
5:00PM	9	10	0	**19**	0	12	72	0	**84**	0	137	6	0	**143**	0	**246**
5:15PM	11	12	0	**23**	0	6	63	0	**69**	0	122	6	0	**128**	0	**220**
Hourly Total	20	22	0	**42**	0	18	135	0	**153**	0	259	12	0	**271**	0	**466**
2019-06-15 1:00PM	18	21	0	**39**	0	35	111	0	**146**	0	114	12	0	**126**	0	**311**
1:15PM	27	39	0	**66**	0	26	109	0	**135**	0	121	16	0	**137**	0	**338**
1:30PM	22	19	1	**42**	0	26	98	0	**124**	0	113	14	1	**128**	0	**294**
1:45PM	16	23	0	**39**	0	21	92	0	**113**	0	114	8	0	**122**	0	**274**
Hourly Total	83	102	1	**186**	0	108	410	0	**518**	0	462	50	1	**513**	0	**1217**
Total	135	153	1	**289**	0	151	963	0	**1114**	0	1106	89	1	**1196**	0	**2599**
% Approach	46.7%	52.9%	0.3%	**-**	-	13.6%	86.4%	0%	**-**	-	92.5%	7.4%	0.1%	**-**	-	-
% Total	5.2%	5.9%	0%	**11.1%**	-	5.8%	37.1%	0%	**42.9%**	-	42.6%	3.4%	0%	**46.0%**	-	-
Lights	133	153	1	**287**	-	151	956	0	**1107**	-	1093	89	1	**1183**	-	2577
% Lights	98.5%	100%	100%	**99.3%**	-	100%	99.3%	0%	**99.4%**	-	98.8%	100%	100%	**98.9%**	-	99.2%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	3	0	0	**3**	-	3
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.3%	0%	0%	**0.3%**	-	0.1%
Buses and Single-Unit Trucks	2	0	0	**2**	-	0	7	0	**7**	-	10	0	0	**10**	-	19
% Buses and Single-Unit Trucks	1.5%	0%	0%	**0.7%**	-	0%	0.7%	0%	**0.6%**	-	0.9%	0%	0%	**0.8%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & South Mall Driveway - TMC

Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666783, Location: 44.741125, -93.283646

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Mall Driveway Eastbound					Buck Hill Road Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	1	0	0	**1**	0	2	70	0	**72**	0	25	2	0	**27**	0	**100**
7:15AM	2	1	0	**3**	0	2	71	0	**73**	0	45	6	0	**51**	0	**127**
7:30AM	0	0	0	**0**	0	0	61	0	**61**	0	28	1	0	**29**	0	**90**
7:45AM	2	0	0	**2**	0	4	54	0	**58**	0	53	8	0	**61**	0	**121**
Total	5	1	0	**6**	0	8	256	0	**264**	0	151	17	0	**168**	0	**438**
% Approach	83.3%	16.7%	0%	**-**	-	3.0%	97.0%	0%	**-**	-	89.9%	10.1%	0%	**-**	-	**-**
% Total	1.1%	0.2%	0%	**1.4%**	-	1.8%	58.4%	0%	**60.3%**	-	34.5%	3.9%	0%	**38.4%**	-	**-**
PHF	0.625	0.250	-	**0.500**	-	0.500	0.901	-	**0.904**	-	0.712	0.531	-	**0.689**	-	0.862
Lights	5	1	0	**6**	-	8	254	0	**262**	-	144	17	0	**161**	-	429
% Lights	100%	100%	0%	**100%**	-	100%	99.2%	0%	**99.2%**	-	95.4%	100%	0%	**95.8%**	-	97.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	2	0	**2**	-	7	0	0	**7**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.8%	0%	**0.8%**	-	4.6%	0%	0%	**4.2%**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & South Mall Driveway - TMC

Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666783, Location: 44.741125, -93.283646

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Mall Driveway Eastbound					Buck Hill Road Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-13 4:30PM	17	11	0	**28**	0	6	77	0	**83**	0	102	2	0	**104**	0	**215**
4:45PM	10	17	0	**27**	0	11	85	0	**96**	0	132	8	0	**140**	0	**263**
5:00PM	9	10	0	**19**	0	12	72	0	**84**	0	137	6	0	**143**	0	**246**
5:15PM	11	12	0	**23**	0	6	63	0	**69**	0	122	6	0	**128**	0	**220**
Total	47	50	0	**97**	0	35	297	0	**332**	0	493	22	0	**515**	0	**944**
% Approach	48.5%	51.5%	0%	**-**	-	10.5%	89.5%	0%	**-**	-	95.7%	4.3%	0%	**-**	-	**-**
% Total	5.0%	5.3%	0%	**10.3%**	-	3.7%	31.5%	0%	**35.2%**	-	52.2%	2.3%	0%	**54.6%**	-	**-**
PHF	0.691	0.735	-	**0.866**	-	0.729	0.874	-	**0.865**	-	0.900	0.688	-	**0.900**	-	0.897
Lights	45	50	0	**95**	-	35	294	0	**329**	-	493	22	0	**515**	-	939
% Lights	95.7%	100%	0%	**97.9%**	-	100%	99.0%	0%	**99.1%**	-	100%	100%	0%	**100%**	-	99.5%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	2	0	0	**2**	-	0	3	0	**3**	-	0	0	0	**0**	-	5
% Buses and Single-Unit Trucks	4.3%	0%	0%	**2.1%**	-	0%	1.0%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Buck Hill Road & South Mall Driveway - TMC

Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666783, Location: 44.741125, -93.283646

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Mall Driveway Eastbound					Buck Hill Road Northbound					Buck Hill Road Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	18	21	0	**39**	0	35	111	0	**146**	0	114	12	0	**126**	0	**311**
1:15PM	27	39	0	**66**	0	26	109	0	**135**	0	121	16	0	**137**	0	**338**
1:30PM	22	19	1	**42**	0	26	98	0	**124**	0	113	14	1	**128**	0	**294**
1:45PM	16	23	0	**39**	0	21	92	0	**113**	0	114	8	0	**122**	0	**274**
Total	83	102	1	**186**	0	108	410	0	**518**	0	462	50	1	**513**	0	**1217**
% Approach	44.6%	54.8%	0.5%	-	-	20.8%	79.2%	0%	-	-	90.1%	9.7%	0.2%	-	-	-
% Total	6.8%	8.4%	0.1%	**15.3%**	-	8.9%	33.7%	0%	**42.6%**	-	38.0%	4.1%	0.1%	**42.2%**	-	-
PHF	0.769	0.654	0.250	**0.705**	-	0.771	0.923	-	**0.887**	-	0.955	0.781	0.250	**0.936**	-	0.900
Lights	83	102	1	**186**	-	108	408	0	**516**	-	456	50	1	**507**	-	1209
% Lights	100%	100%	100%	**100%**	-	100%	99.5%	0%	**99.6%**	-	98.7%	100%	100%	**98.8%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	3	0	0	**3**	-	3
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.6%	0%	0%	**0.6%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	2	0	**2**	-	3	0	0	**3**	-	5
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.5%	0%	**0.4%**	-	0.6%	0%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & 141st Street - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666813, Location: 44.747841, -93.293165

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	5	5	2	0	**12**	0	11	3	5	0	**19**	0	14	20	0	3	**37**	0	2	10	3	0	**15**	0	**83**
7:15AM	5	1	2	0	**8**	0	0	1	0	0	**1**	0	8	23	0	0	**31**	0	1	16	3	0	**20**	0	**60**
7:30AM	6	2	2	0	**10**	0	2	1	0	0	**3**	0	9	28	0	1	**38**	0	1	14	2	0	**17**	0	**68**
7:45AM	3	3	2	0	**8**	0	4	2	0	0	**6**	0	8	31	4	1	**44**	0	1	23	4	0	**28**	0	**86**
Hourly Total	19	11	8	0	**38**	0	17	7	5	0	**29**	0	39	102	4	5	**150**	0	5	63	12	0	**80**	0	**297**
4:30PM	4	17	23	0	**44**	0	27	14	18	1	**60**	0	51	51	9	2	**113**	0	11	58	6	0	**75**	1	**292**
4:45PM	13	12	22	0	**47**	1	22	25	9	0	**56**	0	58	41	18	2	**119**	0	9	61	6	1	**77**	0	**299**
Hourly Total	17	29	45	0	**91**	1	49	39	27	1	**116**	0	109	92	27	4	**232**	0	20	119	12	1	**152**	1	**591**
5:00PM	12	19	26	0	**57**	0	29	20	9	0	**58**	0	52	42	20	0	**114**	0	5	78	8	0	**91**	0	**320**
5:15PM	7	16	32	0	**55**	0	30	14	8	0	**52**	0	53	48	27	1	**129**	0	11	69	8	0	**88**	0	**324**
Hourly Total	19	35	58	0	**112**	0	59	34	17	0	**110**	0	105	90	47	1	**243**	0	16	147	16	0	**179**	0	**644**
2019-06-22 1:00PM	12	25	42	0	**79**	0	27	15	18	0	**60**	0	72	64	27	0	**163**	0	10	78	9	0	**97**	0	**399**
1:15PM	11	19	34	0	**64**	1	21	20	13	0	**54**	0	61	64	11	3	**139**	1	12	68	11	0	**91**	2	**348**
1:30PM	14	29	39	0	**82**	0	29	27	12	0	**68**	2	91	70	20	8	**189**	0	8	79	9	0	**96**	2	**435**
1:45PM	15	27	38	0	**80**	0	23	32	19	0	**74**	0	66	66	16	0	**148**	1	18	69	12	0	**99**	0	**401**
Hourly Total	52	100	153	0	**305**	1	100	94	62	0	**256**	2	290	264	74	11	**639**	2	48	294	41	0	**383**	4	**1583**
Total	107	175	264	0	**546**	2	225	174	111	1	**511**	2	543	548	152	21	**1264**	2	89	623	81	1	**794**	5	**3115**
% Approach	19.6%	32.1%	48.4%	0%	**-**	-	44.0%	34.1%	21.7%	0.2%	**-**	-	43.0%	43.4%	12.0%	1.7%	**-**	-	11.2%	78.5%	10.2%	0.1%	**-**	-	-
% Total	3.4%	5.6%	8.5%	0%	**17.5%**	-	7.2%	5.6%	3.6%	0%	**16.4%**	-	17.4%	17.6%	4.9%	0.7%	**40.6%**	-	2.9%	20.0%	2.6%	0%	**25.5%**	-	-
Lights	107	174	261	0	**542**	-	224	173	111	1	**509**	-	535	542	152	21	**1250**	-	89	617	79	1	**786**	-	3087
% Lights	100%	99.4%	98.9%	0%	**99.3%**	-	99.6%	99.4%	100%	100%	**99.6%**	-	98.5%	98.9%	100%	100%	**98.9%**	-	100%	99.0%	97.5%	100%	**99.0%**	-	99.1%
Articulated Trucks	0	0	2	0	**2**	-	1	0	0	0	**1**	-	4	0	0	0	**4**	-	0	0	1	0	**1**	-	8
% Articulated Trucks	0%	0%	0.8%	0%	**0.4%**	-	0.4%	0%	0%	0%	**0.2%**	-	0.7%	0%	0%	0%	**0.3%**	-	0%	0%	1.2%	0%	**0.1%**	-	0.3%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	0	1	0	0	**1**	-	4	6	0	0	**10**	-	0	6	1	0	**7**	-	20
% Buses and Single-Unit Trucks	0%	0.6%	0.4%	0%	**0.4%**	-	0%	0.6%	0%	0%	**0.2%**	-	0.7%	1.1%	0%	0%	**0.8%**	-	0%	1.0%	1.2%	0%	**0.9%**	-	0.6%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & 141st Street - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666813, Location: 44.747841, -93.293165

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	5	5	2	0	**12**	0	11	3	5	0	**19**	0	14	20	0	3	**37**	0	2	10	3	0	**15**	0	**83**
7:15AM	5	1	2	0	**8**	0	0	1	0	0	**1**	0	8	23	0	0	**31**	0	1	16	3	0	**20**	0	**60**
7:30AM	6	2	2	0	**10**	0	2	1	0	0	**3**	0	9	28	0	1	**38**	0	1	14	2	0	**17**	0	**68**
7:45AM	3	3	2	0	**8**	0	4	2	0	0	**6**	0	8	31	4	1	**44**	0	1	23	4	0	**28**	0	**86**
Total	19	11	8	0	**38**	0	17	7	5	0	**29**	0	39	102	4	5	**150**	0	5	63	12	0	**80**	0	**297**
% Approach	50.0%	28.9%	21.1%	0%	**-**	-	58.6%	24.1%	17.2%	0%	**-**	-	26.0%	68.0%	2.7%	3.3%	**-**	-	6.3%	78.8%	15.0%	0%	**-**	-	-
% Total	6.4%	3.7%	2.7%	0%	**12.8%**	-	5.7%	2.4%	1.7%	0%	**9.8%**	-	13.1%	34.3%	1.3%	1.7%	**50.5%**	-	1.7%	21.2%	4.0%	0%	**26.9%**	-	-
PHF	0.792	0.550	1.000	-	**0.792**	-	0.386	0.583	0.250	-	**0.382**	-	0.696	0.823	0.250	0.417	**0.852**	-	0.625	0.685	0.750	-	**0.714**	-	0.863
Lights	19	10	6	0	**35**	-	17	6	5	0	**28**	-	34	99	4	5	**142**	-	5	61	10	0	**76**	-	281
% Lights	100%	90.9%	75.0%	0%	**92.1%**	-	100%	85.7%	100%	0%	**96.6%**	-	87.2%	97.1%	100%	100%	**94.7%**	-	100%	96.8%	83.3%	0%	**95.0%**	-	94.6%
Articulated Trucks	0	0	2	0	**2**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	0	0	1	0	**1**	-	6
% Articulated Trucks	0%	0%	25.0%	0%	**5.3%**	-	0%	0%	0%	0%	**0%**	-	7.7%	0%	0%	0%	**2.0%**	-	0%	0%	8.3%	0%	**1.3%**	-	2.0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2	3	0	0	**5**	-	0	2	1	0	**3**	-	10
% Buses and Single-Unit Trucks	0%	9.1%	0%	0%	**2.6%**	-	0%	14.3%	0%	0%	**3.4%**	-	5.1%	2.9%	0%	0%	**3.3%**	-	0%	3.2%	8.3%	0%	**3.8%**	-	3.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & 141st Street - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666813, Location: 44.747841, -93.293165

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	4	17	23	0	**44**	0	27	14	18	1	**60**	0	51	51	9	2	**113**	0	11	58	6	0	**75**	1	**292**
4:45PM	13	12	22	0	**47**	1	22	25	9	0	**56**	0	58	41	18	2	**119**	0	9	61	6	1	**77**	0	**299**
5:00PM	12	19	26	0	**57**	0	29	20	9	0	**58**	0	52	42	20	0	**114**	0	5	78	8	0	**91**	0	**320**
5:15PM	7	16	32	0	**55**	0	30	14	8	0	**52**	0	53	48	27	1	**129**	0	11	69	8	0	**88**	0	**324**
Total	36	64	103	0	**203**	1	108	73	44	1	**226**	0	214	182	74	5	**475**	0	36	266	28	1	**331**	1	**1235**
% Approach	17.7%	31.5%	50.7%	0%	**-**	-	47.8%	32.3%	19.5%	0.4%	**-**	-	45.1%	38.3%	15.6%	1.1%	**-**	-	10.9%	80.4%	8.5%	0.3%	**-**	-	**-**
% Total	2.9%	5.2%	8.3%	0%	**16.4%**	-	8.7%	5.9%	3.6%	0.1%	**18.3%**	-	17.3%	14.7%	6.0%	0.4%	**38.5%**	-	2.9%	21.5%	2.3%	0.1%	**26.8%**	-	**-**
PHF	0.692	0.842	0.805	-	**0.890**	-	0.900	0.730	0.611	0.250	**0.942**	-	0.922	0.892	0.685	0.625	**0.921**	-	0.818	0.853	0.875	0.250	**0.909**	-	0.953
Lights	36	64	102	0	**202**	-	107	73	44	1	**225**	-	212	181	74	5	**472**	-	36	264	28	1	**329**	-	1228
% Lights	100%	100%	99.0%	0%	**99.5%**	-	99.1%	100%	100%	100%	**99.6%**	-	99.1%	99.5%	100%	100%	**99.4%**	-	100%	99.2%	100%	100%	**99.4%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.9%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2	1	0	0	**3**	-	0	2	0	0	**2**	-	6
% Buses and Single-Unit Trucks	0%	0%	1.0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.9%	0.5%	0%	0%	**0.6%**	-	0%	0.8%	0%	0%	**0.6%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & 141st Street - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666813, Location: 44.747841, -93.293165

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	141st Street						141st Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	12	25	42	0	**79**	0	27	15	18	0	**60**	0	72	64	27	0	**163**	0	10	78	9	0	**97**	0	**399**
1:15PM	11	19	34	0	**64**	1	21	20	13	0	**54**	0	61	64	11	3	**139**	1	12	68	11	0	**91**	2	**348**
1:30PM	14	29	39	0	**82**	0	29	27	12	0	**68**	2	91	70	20	8	**189**	0	8	79	9	0	**96**	2	**435**
1:45PM	15	27	38	0	**80**	0	23	32	19	0	**74**	0	66	66	16	0	**148**	1	18	69	12	0	**99**	0	**401**
Total	52	100	153	0	**305**	1	100	94	62	0	**256**	2	290	264	74	11	**639**	2	48	294	41	0	**383**	4	**1583**
% Approach	17.0%	32.8%	50.2%	0%	-	-	39.1%	36.7%	24.2%	0%	-	-	45.4%	41.3%	11.6%	1.7%	-	-	12.5%	76.8%	10.7%	0%	-	-	-
% Total	3.3%	6.3%	9.7%	0%	**19.3%**	-	6.3%	5.9%	3.9%	0%	**16.2%**	-	18.3%	16.7%	4.7%	0.7%	**40.4%**	-	3.0%	18.6%	2.6%	0%	**24.2%**	-	-
PHF	0.867	0.862	0.911	-	**0.930**	-	0.862	0.734	0.816	-	**0.865**	-	0.797	0.943	0.685	0.344	**0.845**	-	0.667	0.930	0.854	-	**0.967**	-	0.910
Lights	52	100	153	0	**305**	-	100	94	62	0	**256**	-	289	262	74	11	**636**	-	48	292	41	0	**381**	-	1578
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.7%	99.2%	100%	100%	**99.5%**	-	100%	99.3%	100%	0%	**99.5%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.3%**	-	0%	0.7%	0%	0%	**0.5%**	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & Executive Boulevard - TMC
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666787, Location: 44.740389, -93.287102

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Executive Boulevard						Executive Boulevard						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	0	1	1	0	**2**	0	0	3	0	0	**3**	0	9	17	1	0	**27**	0	1	13	1	0	**15**	0	**47**
7:15AM	0	2	1	0	**3**	0	1	6	1	0	**8**	0	6	22	1	1	**30**	0	1	14	2	0	**17**	0	**58**
7:30AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	4	20	1	0	**25**	0	0	15	1	0	**16**	1	**42**
7:45AM	0	0	2	0	**2**	0	1	6	0	0	**7**	0	20	31	0	1	**52**	0	1	20	2	0	**23**	0	**84**
Hourly Total	0	3	4	0	**7**	0	2	16	1	0	**19**	0	39	90	3	2	**134**	0	3	62	6	0	**71**	1	**231**
4:30PM	0	2	5	0	**7**	2	1	0	2	0	**3**	1	1	67	1	0	**69**	0	8	82	1	0	**91**	0	**170**
4:45PM	1	0	0	0	**1**	2	3	1	3	0	**7**	0	3	64	1	1	**69**	1	2	94	1	0	**97**	0	**174**
Hourly Total	1	2	5	0	**8**	4	4	1	5	0	**10**	1	4	131	2	1	**138**	1	10	176	2	0	**188**	0	**344**
5:00PM	3	2	1	0	**6**	2	3	0	2	0	**5**	1	1	56	10	0	**67**	0	6	106	1	0	**113**	0	**191**
5:15PM	3	1	0	0	**4**	1	3	1	3	0	**7**	0	5	61	2	1	**69**	0	3	80	2	0	**85**	0	**165**
Hourly Total	6	3	1	0	**10**	3	6	1	5	0	**12**	1	6	117	12	1	**136**	0	9	186	3	0	**198**	0	**356**
2019-06-15 1:00PM	1	0	2	0	**3**	0	2	0	2	0	**4**	0	0	91	8	2	**101**	0	2	70	0	0	**72**	0	**180**
1:15PM	0	0	1	0	**1**	0	7	1	1	0	**9**	0	2	75	6	2	**85**	0	3	91	0	0	**94**	0	**189**
1:30PM	0	1	1	0	**2**	0	2	1	4	0	**7**	0	0	95	9	0	**104**	0	5	90	0	0	**95**	0	**208**
1:45PM	0	0	1	0	**1**	0	4	0	1	0	**5**	1	0	94	3	0	**97**	0	4	88	0	0	**92**	0	**195**
Hourly Total	1	1	5	0	**7**	0	15	2	8	0	**25**	1	2	355	26	4	**387**	0	14	339	0	0	**353**	0	**772**
Total	8	9	15	0	**32**	7	27	20	19	0	**66**	3	51	693	43	8	**795**	1	36	763	11	0	**810**	1	**1703**
% Approach	25.0%	28.1%	46.9%	0%	**-**	-	40.9%	30.3%	28.8%	0%	**-**	-	6.4%	87.2%	5.4%	1.0%	**-**	-	4.4%	94.2%	1.4%	0%	**-**	-	-
% Total	0.5%	0.5%	0.9%	0%	**1.9%**	-	1.6%	1.2%	1.1%	0%	**3.9%**	-	3.0%	40.7%	2.5%	0.5%	**46.7%**	-	2.1%	44.8%	0.6%	0%	**47.6%**	-	-
Lights	8	9	14	0	**31**	-	27	20	15	0	**62**	-	49	691	42	8	**790**	-	32	760	10	0	**802**	-	1685
% Lights	100%	100%	93.3%	0%	**96.9%**	-	100%	100%	78.9%	0%	**93.9%**	-	96.1%	99.7%	97.7%	100%	**99.4%**	-	88.9%	99.6%	90.9%	0%	**99.0%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	9.1%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	4	0	**4**	-	2	2	1	0	**5**	-	4	3	0	0	**7**	-	17
% Buses and Single-Unit Trucks	0%	0%	6.7%	0%	**3.1%**	-	0%	0%	21.1%	0%	**6.1%**	-	3.9%	0.3%	2.3%	0%	**0.6%**	-	11.1%	0.4%	0%	0%	**0.9%**	-	1.0%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & Executive Boulevard - TMC
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666787, Location: 44.740389, -93.287102

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Executive Boulevard						Executive Boulevard						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	0	1	1	0	**2**	0	0	3	0	0	**3**	0	9	17	1	0	**27**	0	1	13	1	0	**15**	0	**47**
7:15AM	0	2	1	0	**3**	0	1	6	1	0	**8**	0	6	22	1	1	**30**	0	1	14	2	0	**17**	0	**58**
7:30AM	0	0	0	0	**0**	0	0	1	0	0	**1**	0	4	20	1	0	**25**	0	0	15	1	0	**16**	1	**42**
7:45AM	0	0	2	0	**2**	0	1	6	0	0	**7**	0	20	31	0	1	**52**	0	1	20	2	0	**23**	0	**84**
Total	0	3	4	0	**7**	0	2	16	1	0	**19**	0	39	90	3	2	**134**	0	3	62	6	0	**71**	1	**231**
% Approach	0%	42.9%	57.1%	0%	**-**	-	10.5%	84.2%	5.3%	0%	**-**	-	29.1%	67.2%	2.2%	1.5%	**-**	-	4.2%	87.3%	8.5%	0%	**-**	-	-
% Total	0%	1.3%	1.7%	0%	**3.0%**	-	0.9%	6.9%	0.4%	0%	**8.2%**	-	16.9%	39.0%	1.3%	0.9%	**58.0%**	-	1.3%	26.8%	2.6%	0%	**30.7%**	-	-
PHF	-	0.375	0.500	-	**0.583**	-	0.500	0.667	0.250	-	**0.594**	-	0.488	0.726	0.750	0.500	**0.644**	-	0.750	0.775	0.750	-	**0.772**	-	0.688
Lights	0	3	3	0	**6**	-	2	16	0	0	**18**	-	38	90	3	2	**133**	-	2	60	5	0	**67**	-	224
% Lights	0%	100%	75.0%	0%	**85.7%**	-	100%	100%	0%	0%	**94.7%**	-	97.4%	100%	100%	100%	**99.3%**	-	66.7%	96.8%	83.3%	0%	**94.4%**	-	97.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	16.7%	0%	**1.4%**	-	0.4%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	1	2	0	0	**3**	-	6
% Buses and Single-Unit Trucks	0%	0%	25.0%	0%	**14.3%**	-	0%	0%	100%	0%	**5.3%**	-	2.6%	0%	0%	0%	**0.7%**	-	33.3%	3.2%	0%	0%	**4.2%**	-	2.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & Executive Boulevard - TMC
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666787, Location: 44.740389, -93.287102

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Executive Boulevard Eastbound						Executive Boulevard Westbound						Burnhaven Drive Northbound						Burnhaven Drive Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 4:30PM	0	2	5	0	**7**	2	1	0	2	0	**3**	1	1	67	1	0	**69**	0	8	82	1	0	**91**	0	**170**
4:45PM	1	0	0	0	**1**	2	3	1	3	0	**7**	0	3	64	1	1	**69**	1	2	94	1	0	**97**	0	**174**
5:00PM	3	2	1	0	**6**	2	3	0	2	0	**5**	1	1	56	10	0	**67**	0	6	106	1	0	**113**	0	**191**
5:15PM	3	1	0	0	**4**	1	3	1	3	0	**7**	0	5	61	2	1	**69**	0	3	80	2	0	**85**	0	**165**
Total	7	5	6	0	**18**	7	10	2	10	0	**22**	2	10	248	14	2	**274**	1	19	362	5	0	**386**	0	**700**
% Approach	38.9%	27.8%	33.3%	0%	**-**	-	45.5%	9.1%	45.5%	0%	**-**	-	3.6%	90.5%	5.1%	0.7%	**-**	-	4.9%	93.8%	1.3%	0%	**-**	-	**-**
% Total	1.0%	0.7%	0.9%	0%	**2.6%**	-	1.4%	0.3%	1.4%	0%	**3.1%**	-	1.4%	35.4%	2.0%	0.3%	**39.1%**	-	2.7%	51.7%	0.7%	0%	**55.1%**	-	**-**
PHF	0.583	0.625	0.300		**-0.643**	-	0.833	0.500	0.833		**-0.786**	-	0.500	0.925	0.350	0.500	**0.993**	-	0.594	0.854	0.625		**-0.854**	-	0.916
Lights	7	5	6	0	**18**	-	10	2	8	0	**20**	-	9	246	13	2	**270**	-	17	361	5	0	**383**	-	691
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	80.0%	0%	**90.9%**	-	90.0%	99.2%	92.9%	100%	**98.5%**	-	89.5%	99.7%	100%	0%	**99.2%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	2	0	**2**	-	1	2	1	0	**4**	-	2	1	0	0	**3**	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	20.0%	0%	**9.1%**	-	10.0%	0.8%	7.1%	0%	**1.5%**	-	10.5%	0.3%	0%	0%	**0.8%**	-	1.3%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhaven Drive & Executive Boulevard - TMC
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666787, Location: 44.740389, -93.287102

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Executive Boulevard						Executive Boulevard						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	1	0	2	0	**3**	0	2	0	2	0	**4**	0	0	91	8	2	**101**	0	2	70	0	0	**72**	0	**180**
1:15PM	0	0	1	0	**1**	0	7	1	1	0	**9**	0	2	75	6	2	**85**	0	3	91	0	0	**94**	0	**189**
1:30PM	0	1	1	0	**2**	0	2	1	4	0	**7**	0	0	95	9	0	**104**	0	5	90	0	0	**95**	0	**208**
1:45PM	0	0	1	0	**1**	0	4	0	1	0	**5**	1	0	94	3	0	**97**	0	4	88	0	0	**92**	0	**195**
Total	1	1	5	0	**7**	0	15	2	8	0	**25**	1	2	355	26	4	**387**	0	14	339	0	0	**353**	0	**772**
% Approach	14.3%	14.3%	71.4%	0%	**-**	-	60.0%	8.0%	32.0%	0%	**-**	-	0.5%	91.7%	6.7%	1.0%	**-**	-	4.0%	96.0%	0%	0%	**-**	-	**-**
% Total	0.1%	0.1%	0.6%	0%	**0.9%**	-	1.9%	0.3%	1.0%	0%	**3.2%**	-	0.3%	46.0%	3.4%	0.5%	**50.1%**	-	1.8%	43.9%	0%	0%	**45.7%**	-	-
PHF	0.250	0.250	0.625		**0.583**	-	0.536	0.500	0.500		**0.694**	-	0.250	0.934	0.722	0.500	**0.930**	-	0.700	0.931	-	-	**0.929**	-	0.928
Lights	1	1	5	0	**7**	-	15	2	7	0	**24**	-	2	355	26	4	**387**	-	13	339	0	0	**352**	-	770
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	87.5%	0%	**96.0%**	-	100%	100%	100%	100%	**100%**	-	92.9%	100%	0%	0%	**99.7%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	2
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	12.5%	0%	**4.0%**	-	0%	0%	0%	0%	**0%**	-	7.1%	0%	0%	0%	**0.3%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhavene Drive & 140th Street - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666812, Location: 44.750285, -93.29301

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street Eastbound						140th Street Westbound						Burnhaven Drive Northbound						Burnhaven Drive Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	1	0	0	0	**1**	0	1	1	0	0	**2**	0	9	11	7	0	**27**	0	2	14	0	0	**16**	0	**46**
7:15AM	2	1	2	0	**5**	0	0	0	1	0	**1**	0	6	9	10	0	**25**	0	6	19	1	2	**28**	0	**59**
7:30AM	5	0	1	0	**6**	0	0	2	2	0	**4**	0	9	19	8	3	**39**	0	7	13	0	2	**22**	0	**71**
7:45AM	3	0	2	0	**5**	0	1	1	1	0	**3**	0	7	15	9	0	**31**	0	9	27	0	3	**39**	0	**78**
Hourly Total	11	1	5	0	**17**	0	2	4	4	0	**10**	0	31	54	34	3	**122**	0	24	73	1	7	**105**	0	**254**
4:30PM	15	1	25	0	**41**	1	12	0	13	0	**25**	0	32	27	5	1	**65**	0	6	39	10	5	**60**	0	**191**
4:45PM	23	2	27	0	**52**	0	10	3	7	0	**20**	0	26	35	7	4	**72**	0	7	35	5	2	**49**	0	**193**
Hourly Total	38	3	52	0	**93**	1	22	3	20	0	**45**	0	58	62	12	5	**137**	0	13	74	15	7	**109**	0	**384**
5:00PM	17	3	28	0	**48**	0	14	4	6	0	**24**	0	24	32	4	1	**61**	0	6	43	12	4	**65**	0	**198**
5:15PM	10	6	31	0	**47**	0	9	5	6	0	**20**	0	29	29	5	1	**64**	0	6	45	12	3	**66**	0	**197**
Hourly Total	27	9	59	0	**95**	0	23	9	12	0	**44**	0	53	61	9	2	**125**	0	12	88	24	7	**131**	0	**395**
2019-06-22 1:00PM	18	5	38	0	**61**	0	4	5	4	0	**13**	0	56	35	5	0	**96**	0	5	58	17	5	**85**	0	**255**
1:15PM	21	3	33	0	**57**	0	2	6	3	0	**11**	0	36	37	4	0	**77**	0	2	53	16	8	**79**	2	**224**
1:30PM	18	7	46	0	**71**	0	6	7	3	0	**16**	0	59	36	5	0	**100**	0	7	43	26	8	**84**	0	**271**
1:45PM	22	2	47	0	**71**	0	7	9	3	0	**19**	0	55	39	5	1	**100**	0	9	44	16	6	**75**	0	**265**
Hourly Total	79	17	164	0	**260**	0	19	27	13	0	**59**	0	206	147	19	1	**373**	0	23	198	75	27	**323**	2	**1015**
Total	155	30	280	0	**465**	1	66	43	49	0	**158**	0	348	324	74	11	**757**	0	72	433	115	48	**668**	2	**2048**
% Approach	33.3%	6.5%	60.2%	0%	**-**	-	41.8%	27.2%	31.0%	0%	**-**	-	46.0%	42.8%	9.8%	1.5%	**-**	-	10.8%	64.8%	17.2%	7.2%	**-**	-	-
% Total	7.6%	1.5%	13.7%	0%	**22.7%**	-	3.2%	2.1%	2.4%	0%	**7.7%**	-	17.0%	15.8%	3.6%	0.5%	**37.0%**	-	3.5%	21.1%	5.6%	2.3%	**32.6%**	-	-
Lights	155	30	279	0	**464**	-	65	43	48	0	**156**	-	348	317	74	11	**750**	-	72	427	114	48	**661**	-	2031
% Lights	100%	100%	99.6%	0%	**99.8%**	-	98.5%	100%	98.0%	0%	**98.7%**	-	100%	97.8%	100%	100%	**99.1%**	-	100%	98.6%	99.1%	100%	**99.0%**	-	99.2%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2
% Articulated Trucks	0%	0%	0.4%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.9%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	1	0	**2**	-	0	7	0	0	**7**	-	0	6	0	0	**6**	-	15
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.5%	0%	2.0%	0%	**1.3%**	-	0%	2.2%	0%	0%	**0.9%**	-	0%	1.4%	0%	0%	**0.9%**	-	0.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhavene Drive & 140th Street - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666812, Location: 44.750285, -93.29301

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street						140th Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	1	0	0	0	**1**	0	1	1	0	0	**2**	0	9	11	7	0	**27**	0	2	14	0	0	**16**	0	**46**
7:15AM	2	1	2	0	**5**	0	0	0	1	0	**1**	0	6	9	10	0	**25**	0	6	19	1	2	**28**	0	**59**
7:30AM	5	0	1	0	**6**	0	0	2	2	0	**4**	0	9	19	8	3	**39**	0	7	13	0	2	**22**	0	**71**
7:45AM	3	0	2	0	**5**	0	1	1	1	0	**3**	0	7	15	9	0	**31**	0	9	27	0	3	**39**	0	**78**
Total	11	1	5	0	**17**	0	2	4	4	0	**10**	0	31	54	34	3	**122**	0	24	73	1	7	**105**	0	**254**
% Approach	64.7%	5.9%	29.4%	0%	**-**	-	20.0%	40.0%	40.0%	0%	**-**	-	25.4%	44.3%	27.9%	2.5%	**-**	-	22.9%	69.5%	1.0%	6.7%	**-**	-	-
% Total	4.3%	0.4%	2.0%	0%	**6.7%**	-	0.8%	1.6%	1.6%	0%	**3.9%**	-	12.2%	21.3%	13.4%	1.2%	**48.0%**	-	9.4%	28.7%	0.4%	2.8%	**41.3%**	-	-
PHF	0.550	0.250	0.625	-	**0.708**	-	0.500	0.500	0.500	-	**0.625**	-	0.861	0.711	0.850	0.250	**0.782**	-	0.667	0.676	0.250	0.583	**0.673**	-	0.814
Lights	11	1	4	0	**16**	-	2	4	3	0	**9**	-	31	51	34	3	**119**	-	24	70	0	7	**101**	-	245
% Lights	100%	100%	80.0%	0%	**94.1%**	-	100%	100%	75.0%	0%	**90.0%**	-	100%	94.4%	100%	100%	**97.5%**	-	100%	95.9%	0%	100%	**96.2%**	-	96.5%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	2
% Articulated Trucks	0%	0%	20.0%	0%	**5.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	100%	0%	**1.0%**	-	0.8%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	3	0	0	**3**	-	0	3	0	0	**3**	-	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	25.0%	0%	**10.0%**	-	0%	5.6%	0%	0%	**2.5%**	-	0%	4.1%	0%	0%	**2.9%**	-	2.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhavene Drive & 140th Street - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666812, Location: 44.750285, -93.29301

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street Eastbound						140th Street Westbound						Burnhaven Drive Northbound						Burnhaven Drive Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 4:30PM	15	1	25	0	**41**	1	12	0	13	0	**25**	0	32	27	5	1	**65**	0	6	39	10	5	**60**	0	**191**
4:45PM	23	2	27	0	**52**	0	10	3	7	0	**20**	0	26	35	7	4	**72**	0	7	35	5	2	**49**	0	**193**
5:00PM	17	3	28	0	**48**	0	14	4	6	0	**24**	0	24	32	4	1	**61**	0	6	43	12	4	**65**	0	**198**
5:15PM	10	6	31	0	**47**	0	9	5	6	0	**20**	0	29	29	5	1	**64**	0	6	45	12	3	**66**	0	**197**
Total	65	12	111	0	**188**	1	45	12	32	0	**89**	0	111	123	21	7	**262**	0	25	162	39	14	**240**	0	**779**
% Approach	34.6%	6.4%	59.0%	0%	**-**	-	50.6%	13.5%	36.0%	0%	**-**	-	42.4%	46.9%	8.0%	2.7%	**-**	-	10.4%	67.5%	16.3%	5.8%	**-**	-	-
% Total	8.3%	1.5%	14.2%	0%	**24.1%**	-	5.8%	1.5%	4.1%	0%	**11.4%**	-	14.2%	15.8%	2.7%	0.9%	**33.6%**	-	3.2%	20.8%	5.0%	1.8%	**30.8%**	-	-
PHF	0.707	0.500	0.895	-	**0.904**	-	0.804	0.600	0.615	-	**0.890**	-	0.867	0.879	0.750	0.438	**0.910**	-	0.893	0.900	0.813	0.700	**0.909**	-	0.984
Lights	65	12	111	0	**188**	-	45	12	32	0	**89**	-	111	121	21	7	**260**	-	25	160	39	14	**238**	-	775
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	98.4%	100%	100%	**99.2%**	-	100%	98.8%	100%	100%	**99.2%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**0.8%**	-	0%	1.2%	0%	0%	**0.8%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Burnhavene Drive & 140th Street - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666812, Location: 44.750285, -93.29301

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	140th Street						140th Street						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	18	5	38	0	**61**	0	4	5	4	0	**13**	0	56	35	5	0	**96**	0	5	58	17	5	**85**	0	**255**
1:15PM	21	3	33	0	**57**	0	2	6	3	0	**11**	0	36	37	4	0	**77**	0	2	53	16	8	**79**	2	**224**
1:30PM	18	7	46	0	**71**	0	6	7	3	0	**16**	0	59	36	5	0	**100**	0	7	43	26	8	**84**	0	**271**
1:45PM	22	2	47	0	**71**	0	7	9	3	0	**19**	0	55	39	5	1	**100**	0	9	44	16	6	**75**	0	**265**
Total	79	17	164	0	**260**	0	19	27	13	0	**59**	0	206	147	19	1	**373**	0	23	198	75	27	**323**	2	**1015**
% Approach	30.4%	6.5%	63.1%	0%	**-**	-	32.2%	45.8%	22.0%	0%	**-**	-	55.2%	39.4%	5.1%	0.3%	**-**	-	7.1%	61.3%	23.2%	8.4%	**-**	-	**-**
% Total	7.8%	1.7%	16.2%	0%	**25.6%**	-	1.9%	2.7%	1.3%	0%	**5.8%**	-	20.3%	14.5%	1.9%	0.1%	**36.7%**	-	2.3%	19.5%	7.4%	2.7%	**31.8%**	-	-
PHF	0.898	0.607	0.872	-	**0.915**	-	0.679	0.750	0.813	-	**0.776**	-	0.873	0.942	0.950	0.250	**0.933**	-	0.639	0.853	0.721	0.844	**0.950**	-	0.936
Lights	79	17	164	0	**260**	-	18	27	13	0	**58**	-	206	145	19	1	**371**	-	23	197	75	27	**322**	-	1011
% Lights	100%	100%	100%	0%	**100%**	-	94.7%	100%	100%	0%	**98.3%**	-	100%	98.6%	100%	100%	**99.5%**	-	100%	99.5%	100%	100%	**99.7%**	-	99.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	5.3%	0%	0%	0%	**1.7%**	-	0%	1.4%	0%	0%	**0.5%**	-	0%	0.5%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & 143rd Street - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672339, Location: 44.742779, -93.302862

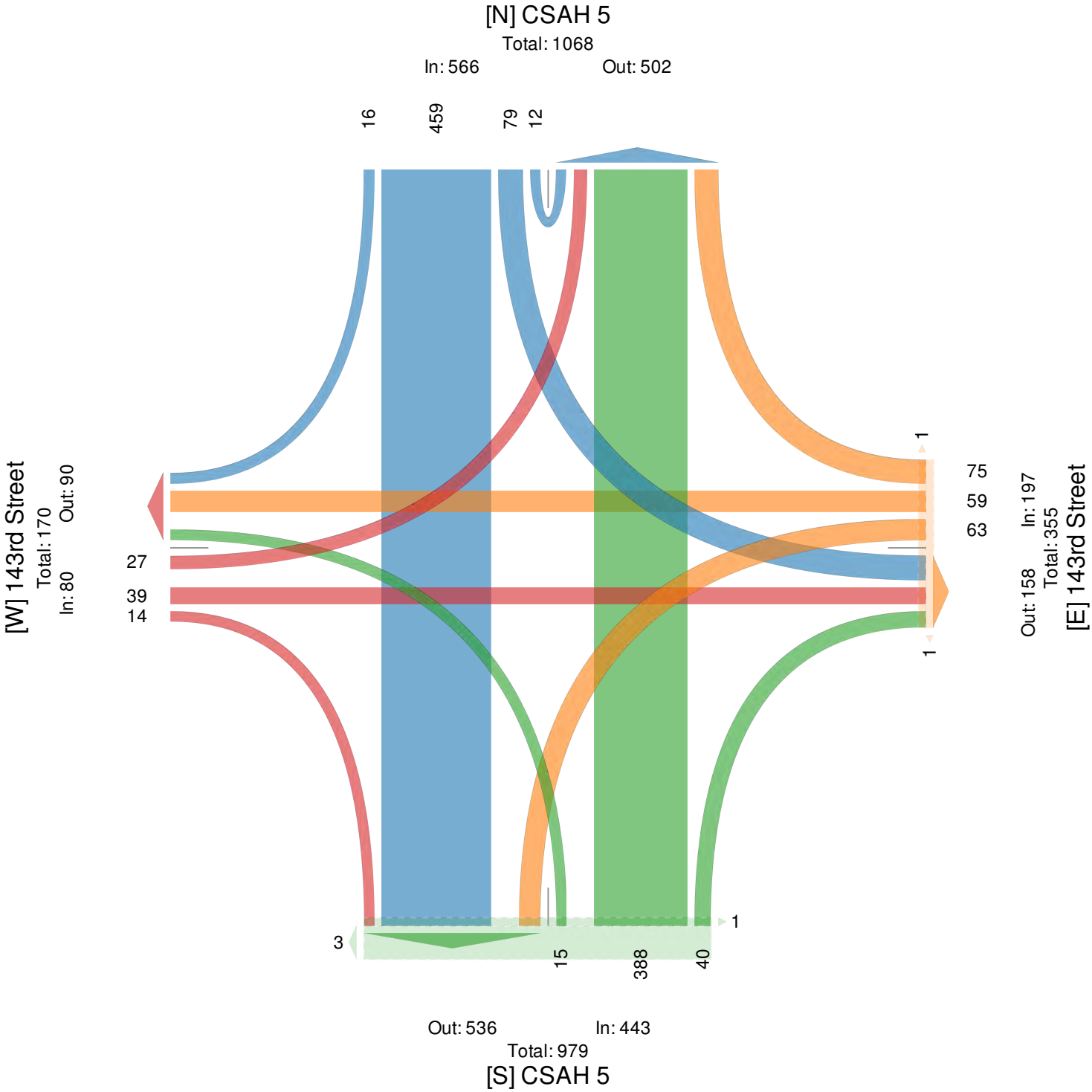
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-15 1:00PM	6	9	4	0	**19**	0	10	12	20	0	**42**	0	2	92	11	0	**105**	0	14	115	7	2	**138**	0	**304**
1:15PM	9	11	3	0	**23**	0	22	19	26	0	**67**	1	6	96	11	0	**113**	1	16	129	5	3	**153**	0	**356**
1:30PM	3	8	3	0	**14**	0	15	16	15	0	**46**	0	5	103	13	0	**121**	2	25	105	3	5	**138**	0	**319**
1:45PM	9	11	4	0	**24**	0	16	12	14	0	**42**	1	2	97	5	0	**104**	1	24	110	1	2	**137**	0	**307**
Hourly Total	27	39	14	0	**80**	0	63	59	75	0	**197**	2	15	388	40	0	**443**	4	79	459	16	12	**566**	0	**1286**
Total	27	39	14	0	**80**	0	63	59	75	0	**197**	2	15	388	40	0	**443**	4	79	459	16	12	**566**	0	**1286**
% Approach	33.8%	48.8%	17.5%	0%	**-**	-	32.0%	29.9%	38.1%	0%	**-**	-	3.4%	87.6%	9.0%	0%	**-**	-	14.0%	81.1%	2.8%	2.1%	**-**	-	-
% Total	2.1%	3.0%	1.1%	0%	**6.2%**	-	4.9%	4.6%	5.8%	0%	**15.3%**	-	1.2%	30.2%	3.1%	0%	**34.4%**	-	6.1%	35.7%	1.2%	0.9%	**44.0%**	-	-
Lights	27	39	14	0	**80**	-	63	59	74	0	**196**	-	15	380	39	0	**434**	-	78	445	16	12	**551**	-	1261
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	98.7%	0%	**99.5%**	-	100%	97.9%	97.5%	0%	**98.0%**	-	98.7%	96.9%	100%	100%	**97.3%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	8	1	0	**9**	-	1	12	0	0	**13**	-	23
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.3%	0%	**0.5%**	-	0%	2.1%	2.5%	0%	**2.0%**	-	1.3%	2.6%	0%	0%	**2.3%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & 143rd Street - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672339, Location: 44.742779, -93.302862

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



CSAH 5 & 143rd Street - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672339, Location: 44.742779, -93.302862

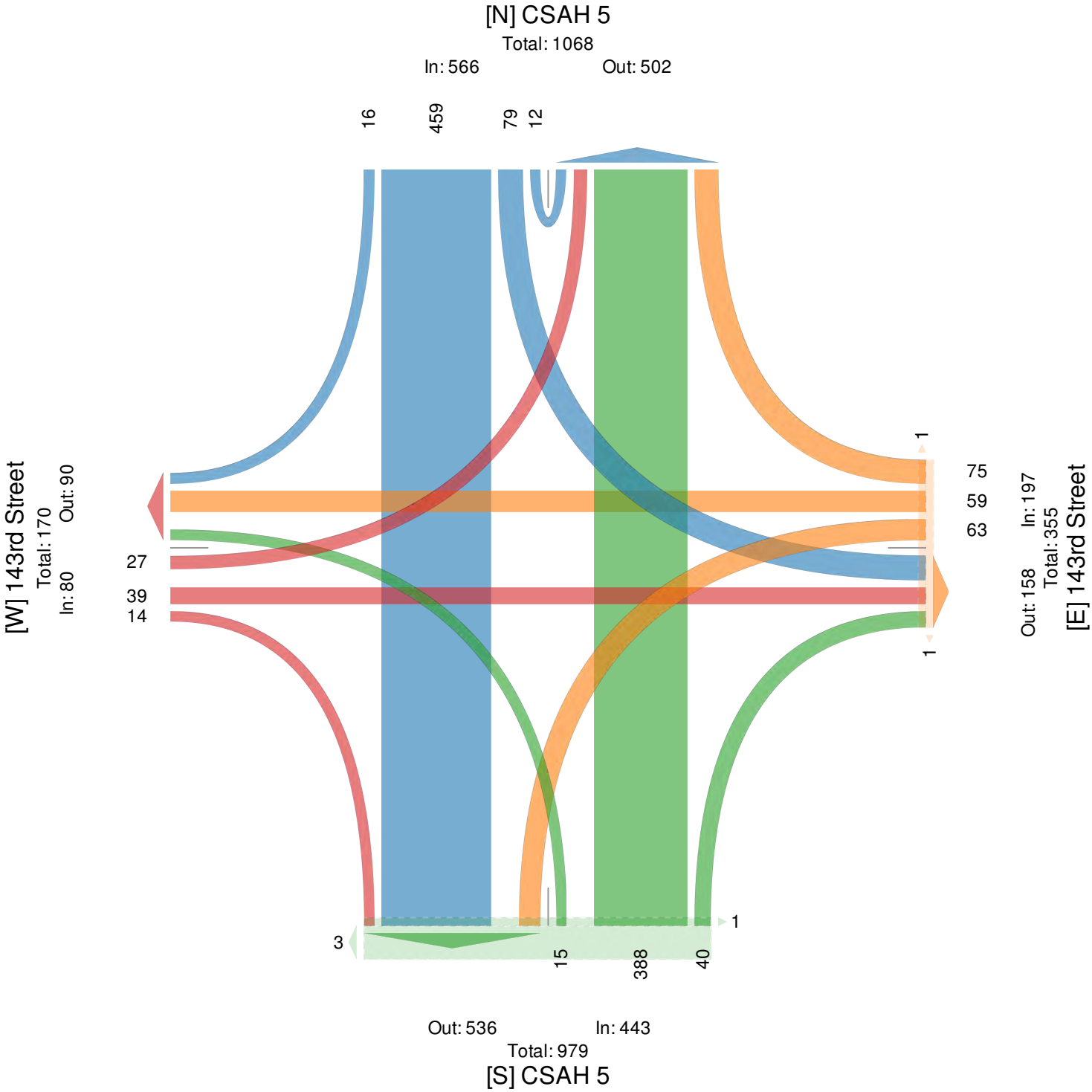
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-15 1:00PM	6	9	4	0	**19**	0	10	12	20	0	**42**	0	2	92	11	0	**105**	0	14	115	7	2	**138**	0	**304**
1:15PM	9	11	3	0	**23**	0	22	19	26	0	**67**	1	6	96	11	0	**113**	1	16	129	5	3	**153**	0	**356**
1:30PM	3	8	3	0	**14**	0	15	16	15	0	**46**	0	5	103	13	0	**121**	2	25	105	3	5	**138**	0	**319**
1:45PM	9	11	4	0	**24**	0	16	12	14	0	**42**	1	2	97	5	0	**104**	1	24	110	1	2	**137**	0	**307**
Total	27	39	14	0	**80**	0	63	59	75	0	**197**	2	15	388	40	0	**443**	4	79	459	16	12	**566**	0	**1286**
% Approach	33.8%	48.8%	17.5%	0%	**-**	-	32.0%	29.9%	38.1%	0%	**-**	-	3.4%	87.6%	9.0%	0%	**-**	-	14.0%	81.1%	2.8%	2.1%	**-**	-	**-**
% Total	2.1%	3.0%	1.1%	0%	**6.2%**	-	4.9%	4.6%	5.8%	0%	**15.3%**	-	1.2%	30.2%	3.1%	0%	**34.4%**	-	6.1%	35.7%	1.2%	0.9%	**44.0%**	-	-
PHF	0.750	0.886	0.875	-	**0.833**	-	0.716	0.776	0.721	-	**0.735**	-	0.625	0.942	0.769	-	**0.915**	-	0.790	0.890	0.571	0.600	**0.925**	-	0.903
Lights	27	39	14	0	**80**	-	63	59	74	0	**196**	-	15	380	39	0	**434**	-	78	445	16	12	**551**	-	1261
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	98.7%	0%	**99.5%**	-	100%	97.9%	97.5%	0%	**98.0%**	-	98.7%	96.9%	100%	100%	**97.3%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	8	1	0	**9**	-	1	12	0	0	**13**	-	23
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.3%	0%	**0.5%**	-	0%	2.1%	2.5%	0%	**2.0%**	-	1.3%	2.6%	0%	0%	**2.3%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & 143rd Street - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672339, Location: 44.742779, -93.302862

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



CSAH 5 & 143rd Street - TMC
Thu Jun 13, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666795, Location: 44.742779, -93.302862

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 12:00AM	0	2	0	0	**2**	0	1	4	1	0	**6**	0	0	6	1	0	**7**	0	3	13	1	0	**17**	0	**32**
12:15AM	1	0	0	0	**1**	0	0	0	1	0	**1**	0	0	4	1	0	**5**	0	0	7	0	0	**7**	0	**14**
12:30AM	0	0	0	0	**0**	0	0	2	1	0	**3**	0	0	7	0	0	**7**	0	1	10	1	0	**12**	0	**22**
12:45AM	0	1	1	0	**2**	0	0	1	0	0	**1**	0	1	0	1	0	**2**	0	1	1	2	0	**4**	0	**9**
Hourly Total	1	3	1	0	**5**	0	1	7	3	0	**11**	0	1	17	3	0	**21**	0	5	31	4	0	**40**	0	**77**
1:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	7	0	0	**7**	0	2	3	0	0	**5**	0	**12**
1:15AM	0	0	0	0	**0**	0	0	1	2	0	**3**	0	0	3	0	0	**3**	0	1	3	0	0	**4**	0	**10**
1:30AM	2	1	4	0	**7**	0	0	1	2	0	**3**	0	0	3	0	0	**3**	0	3	2	0	0	**5**	0	**18**
1:45AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	4	0	0	**4**	0	3	6	0	0	**9**	0	**14**
Hourly Total	2	1	5	0	**8**	0	0	2	4	0	**6**	0	0	17	0	0	**17**	0	9	14	0	0	**23**	0	**54**
2:00AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	2	3	0	0	**5**	0	**8**
2:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	0	2	0	0	**2**	0	**4**
2:30AM	0	0	0	0	**0**	0	1	0	0	0	**1**	1	0	3	0	0	**3**	1	3	2	0	0	**5**	0	**9**
2:45AM	0	0	1	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	5	1	0	**6**	1	**7**
Hourly Total	0	0	2	0	**2**	0	1	0	0	0	**1**	2	0	7	0	0	**7**	1	5	12	1	0	**18**	1	**28**
3:00AM	1	0	1	0	**2**	0	0	0	0	0	**0**	1	1	2	0	0	**3**	3	2	1	0	0	**3**	2	**8**
3:15AM	1	0	0	0	**1**	0	0	0	0	0	**0**	2	0	6	0	0	**6**	0	0	2	0	0	**2**	1	**9**
3:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	6	0	0	**6**	0	0	6	0	0	**6**	0	**12**
3:45AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	2	0	0	**2**	0	0	6	0	0	**6**	0	**9**
Hourly Total	2	0	1	0	**3**	0	0	0	1	0	**1**	3	1	16	0	0	**17**	3	2	15	0	0	**17**	3	**38**
4:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	1	10	0	0	**11**	0	1	6	0	0	**7**	0	**19**
4:15AM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	14	0	0	**14**	0	0	19	1	0	**20**	0	**36**
4:30AM	0	0	0	0	**0**	0	0	0	3	0	**3**	0	0	14	0	0	**14**	0	1	8	1	0	**10**	0	**27**
4:45AM	0	0	0	0	**0**	0	0	1	3	0	**4**	0	0	29	1	0	**30**	0	2	12	0	0	**14**	0	**48**
Hourly Total	0	0	0	0	**0**	0	0	1	9	0	**10**	0	1	67	1	0	**69**	0	4	45	2	0	**51**	0	**130**
5:00AM	0	0	0	0	**0**	0	1	0	1	0	**2**	0	3	20	0	0	**23**	0	2	16	0	2	**20**	0	**45**
5:15AM	0	1	1	0	**2**	0	1	0	4	0	**5**	0	1	36	0	0	**37**	1	0	37	4	0	**41**	0	**85**
5:30AM	3	0	1	0	**4**	0	0	1	5	0	**6**	0	5	34	1	0	**40**	1	2	26	0	0	**28**	0	**78**
5:45AM	2	0	0	0	**2**	0	0	0	3	0	**3**	0	4	55	2	0	**61**	0	1	33	4	1	**39**	0	**105**
Hourly Total	5	1	2	0	**8**	0	2	1	13	0	**16**	0	13	145	3	0	**161**	2	5	112	8	3	**128**	0	**313**
6:00AM	3	0	3	0	**6**	0	3	1	12	0	**16**	1	6	77	1	0	**84**	0	4	48	8	0	**60**	0	**166**
6:15AM	1	1	1	0	**3**	0	1	4	11	0	**16**	2	17	89	1	0	**107**	0	2	44	8	1	**55**	1	**181**
6:30AM	4	3	4	0	**11**	0	4	2	11	0	**17**	0	12	122	2	0	**136**	0	9	38	9	1	**57**	0	**221**
6:45AM	3	0	3	0	**6**	0	3	6	22	0	**31**	1	16	118	2	0	**136**	0	3	58	16	1	**78**	0	**251**
Hourly Total	11	4	11	0	**26**	0	11	13	56	0	**80**	4	51	406	6	0	**463**	0	18	188	41	3	**250**	1	**819**
7:00AM	8	5	0	0	**13**	0	5	5	16	0	**26**	0	12	154	3	0	**169**	0	4	46	10	1	**61**	0	**269**
7:15AM	16	1	3	0	**20**	0	4	1	16	0	**21**	0	14	183	5	0	**202**	0	4	41	14	0	**59**	0	**302**
7:30AM	7	3	2	0	**12**	0	1	4	16	0	**21**	1	15	177	1	0	**193**	0	2	47	14	2	**65**	0	**291**
7:45AM	14	2	4	0	**20**	0	4	9	17	0	**30**	1	11	171	3	0	**185**	4	7	64	10	2	**83**	0	**318**
Hourly Total	45	11	9	0	**65**	0	14	19	65	0	**98**	2	52	685	12	0	**749**	4	17	198	48	5	**268**	0	**1180**
8:00AM	1	2	2	0	**5**	0	11	7	11	0	**29**	0	10	142	3	0	**155**	1	5	51	11	1	**68**	0	**257**
8:15AM	10	4	2	0	**16**	0	4	5	8	0	**17**	0	5	115	4	0	**124**	1	8	58	10	0	**76**	0	**233**
8:30AM	6	5	1	0	**12**	0	3	6	14	0	**23**	0	2	99	7	0	**108**	0	8	83	16	0	**107**	0	**250**
8:45AM	7	2	1	0	**10**	0	2	3	7	0	**12**	2	4	123	2	0	**129**	0	6	67	13	0	**86**	0	**237**
Hourly Total	24	13	6	0	**43**	0	20	21	40	0	**81**	2	21	479	16	0	**516**	2	27	259	50	1	**337**	0	**977**
9:00AM	6	8	3	0	**17**	0	5	8	10	0	**23**	0	4	71	2	0	**77**	1	6	46	4	4	**60**	0	**177**
9:15AM	6	0	3	0	**9**	0	4	6	11	0	**21**	0	1	98	9	0	**108**	0	8	60	9	0	**77**	1	**215**
9:30AM	8	4	3	0	**15**	0	3	2	9	0	**14**	0	7	106	5	0	**118**	4	10	66	8	0	**84**	0	**231**
9:45AM	3	7	1	0	**11**	0	5	5	13	0	**23**	0	4	109	11	0	**124**	0	5	68	7	4	**84**	0	**242**
Hourly Total	23	19	10	0	**52**	0	17	21	43	0	**81**	0	16	384	27	0	**427**	5	29	240	28	8	**305**	1	**865**
10:00AM	11	5	3	0	**19**	0	6	2	8	0	**16**	1	4	92	7	0	**103**	0	3	59	7	4	**73**	0	**211**
10:15AM	7	10	4	0	**21**	0	3	4	14	0	**21**	1	5	95	5	0	**105**	0	10	61	2	3	**76**	0	**223**
10:30AM	12	5	6	0	**23**	0	10	2	14	0	**26**	1	1	99	7	0	**107**	0	10	76	5	7	**98**	0	**254**
10:45AM	6	9	0	0	**15**	0	9	4	12	0	**25**	0	5	80	2	0	**87**	1	10	73	8	1	**92**	0	**219**
Hourly Total	36	29	13	0	**78**	0	28	12	48	0	**88**	3	15	366	21	0	**402**	1	33	269	22	15	**339**	0	**907**
11:00AM	12	10	1	0	**23**	0	9	8	10	0	**27**	0	1	94	8	0	**103**	1	10	59	6	1	**76**	1	**229**
11:15AM	7	3	8	0	**18**	0	7	8	15	0	**30**	0	5	88	3	0	**96**	0	5	81	10	6	**102**	0	**246**
11:30AM	20	13	2	0	**35**	0	8	8	15	0	**31**	0	3	89	6	0	**98**	2	6	82	6	4	**98**	0	**262**
11:45AM	16	12	3	0	**31**	2	6	11	5	0	**22**	1	7	117	3	0	**127**	1	9	83	9	3	**104**	0	**284**
Hourly Total	55	38	14	0	**107**	2	30	35	45	0	**110**	1	16	388	20	0	**424**	4	30	305	31	14	**380**	1	**1021**
12:00PM	21	11	3	0	**35**	0	11	9	15	0	**35**	0	6	83	10	0	**99**	0	8	86	12	9	**115**	0	**284**
12:15PM	11	6	3	0	**20**	0	10	14	15	0	**39**	0	5	99	7	0	**111**	1	7	91	6	7	**111**	2	**281**
12:30PM	7	7	5	0	**19**	0	9	10	15	0	**34**	3	4	122	5	0	**131**	0	15	94	9	5	**123**	0	**307**
12:45PM	15	9	1	0	**25**	0	10	20	9	0	**39**	0	4	110	5	0	**119**	2	6	93	12	5	**116**	0	**299**
Hourly Total	54	33	12	0	**99**	0	40	53	54	0	**147**	3	19	414	27	0	**460**	3	36	364	39	26	**465**	2	**1171**
1:00PM	11	11	3	0	**25**	0	11	19	13	0	**43**	0	5	93	2	0	**100**	0	12	74	7	3	**96**	0	**264**
1:15PM	9	6	7	0	**22**	0	9	10	12	0	**31**	1	5	96	3	0	**104**	0	14	88	5	1	**108**	1	**265**
1:30PM	6	3	2	0	**11**	0	12	11	12	0	**35**	1	4	87	8	0	**99**	0	8	98	1	2	**109**	1	**254**
1:45PM	5	5	5	0	**15**	0	11	13	13	0	**37**	2	5	102	5	0	**112**	2	13	89	10	3	**115**	0	**279**
Hourly Total	31	25	17	0	**73**	0	43	53	50	0	**146**	4	19	378	18	0	**415**	2	47	349	23	9	**428**	2	**1062**
2:00PM	9	12	6	0	**27**	0	10	11	12	0	**33**	0	3	94	9	0	**106**	1	13	90	8	4	**115**	0	**281**
2:15PM	7	3	3	0	**13**	0	5	14	13	0	**32**	2	4	88	10	0	**102**	0	13	107	11	2	**133**	0	**280**
2:30PM	8	10	4	0	**22**	0	6	12	8	0	**26**	0	6	91	8	0	**105**	0	12	96	9	4	**121**	0	**274**

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2:45PM	10	5	5	0	**20**	0	15	11	10	0	**36**	0	3	89	12	0	**104**	0	8	105	13	7	**133**	0	**293**
Hourly Total	34	30	18	0	**82**	0	36	48	43	0	**127**	2	16	362	39	0	**417**	1	46	398	41	17	**502**	0	**1128**
3:00PM	33	19	13	0	**65**	0	18	7	16	0	**41**	0	2	113	3	0	**118**	1	19	125	11	2	**157**	1	**381**
3:15PM	15	9	8	0	**32**	0	13	11	18	0	**42**	0	3	118	11	0	**132**	0	10	113	12	3	**138**	1	**344**
3:30PM	15	11	10	0	**36**	0	11	10	7	0	**28**	0	5	131	7	0	**143**	0	13	143	6	0	**162**	0	**369**
3:45PM	20	14	5	0	**39**	0	11	10	16	0	**37**	1	8	114	17	0	**139**	1	12	147	11	1	**171**	1	**386**
Hourly Total	83	53	36	0	**172**	0	53	38	57	0	**148**	1	18	476	38	0	**532**	2	54	528	40	6	**628**	3	**1480**
4:00PM	22	20	14	0	**56**	0	13	12	21	0	**46**	0	3	111	12	1	**127**	0	13	161	5	2	**181**	0	**410**
4:15PM	16	17	13	0	**46**	0	24	13	16	0	**53**	0	5	131	3	0	**139**	0	18	188	9	4	**219**	0	**457**
4:30PM	26	19	11	0	**56**	0	8	8	15	0	**31**	2	2	140	12	0	**154**	4	13	206	13	0	**232**	0	**473**
4:45PM	21	21	16	0	**58**	0	15	20	13	0	**48**	2	4	146	13	0	**163**	1	17	170	9	2	**198**	0	**467**
Hourly Total	85	77	54	0	**216**	0	60	53	65	0	**178**	4	14	528	40	1	**583**	5	61	725	36	8	**830**	0	**1807**
5:00PM	33	15	12	0	**60**	0	16	13	21	0	**50**	3	9	131	6	0	**146**	0	19	207	5	9	**240**	1	**496**
5:15PM	31	13	6	0	**50**	0	17	13	18	0	**48**	1	4	148	14	0	**166**	0	27	171	13	6	**217**	0	**481**
5:30PM	15	13	11	1	**40**	0	18	11	13	0	**42**	0	5	126	11	1	**143**	1	17	203	10	4	**234**	0	**459**
5:45PM	19	12	8	0	**39**	0	11	6	10	0	**27**	1	6	157	13	0	**176**	1	14	173	6	5	**198**	0	**440**
Hourly Total	98	53	37	1	**189**	0	62	43	62	0	**167**	5	24	562	44	1	**631**	2	77	754	34	24	**889**	1	**1876**
6:00PM	12	4	8	0	**24**	0	10	19	22	0	**51**	1	4	114	9	0	**127**	1	13	135	8	5	**161**	0	**363**
6:15PM	9	2	6	0	**17**	0	15	7	18	0	**40**	1	1	109	6	0	**116**	0	16	141	8	5	**170**	0	**343**
6:30PM	19	7	1	0	**27**	0	12	8	14	0	**34**	3	5	85	11	0	**101**	0	14	108	5	3	**130**	0	**292**
6:45PM	6	11	4	0	**21**	0	21	5	15	0	**41**	0	3	91	3	0	**97**	0	18	121	7	5	**151**	0	**310**
Hourly Total	46	24	19	0	**89**	0	58	39	69	0	**166**	5	13	399	29	0	**441**	1	61	505	28	18	**612**	0	**1308**
7:00PM	6	1	9	0	**16**	0	5	9	12	0	**26**	0	6	105	3	0	**114**	0	10	74	4	8	**96**	1	**252**
7:15PM	1	6	2	0	**9**	0	7	8	18	0	**33**	0	3	71	7	0	**81**	1	12	82	3	6	**103**	0	**226**
7:30PM	7	7	7	0	**21**	0	14	8	20	0	**42**	0	3	83	6	0	**92**	0	11	71	0	2	**84**	0	**239**
7:45PM	12	4	2	0	**18**	0	6	9	11	0	**26**	0	2	72	7	0	**81**	1	21	82	7	6	**116**	0	**241**
Hourly Total	26	18	20	0	**64**	0	32	34	61	0	**127**	0	14	331	23	0	**368**	2	54	309	14	22	**399**	1	**958**
8:00PM	7	2	2	0	**11**	0	10	10	6	0	**26**	1	2	67	8	0	**77**	0	11	96	3	10	**120**	1	**234**
8:15PM	4	4	4	0	**12**	0	9	9	7	0	**25**	1	2	63	0	0	**65**	0	12	75	1	2	**90**	0	**192**
8:30PM	0	4	0	0	**4**	0	13	9	5	0	**27**	0	3	47	6	0	**56**	0	4	66	1	5	**76**	0	**163**
8:45PM	3	3	0	0	**6**	0	6	7	15	0	**28**	2	0	52	4	0	**56**	0	7	72	2	2	**83**	0	**173**
Hourly Total	14	13	6	0	**33**	0	38	35	33	0	**106**	4	7	229	18	0	**254**	0	34	309	7	19	**369**	1	**762**
9:00PM	4	4	0	0	**8**	0	11	8	13	0	**32**	0	0	53	3	0	**56**	0	13	73	4	3	**93**	0	**189**
9:15PM	3	2	3	0	**8**	0	7	8	12	0	**27**	0	2	48	8	0	**58**	0	5	49	3	1	**58**	0	**151**
9:30PM	2	3	2	0	**7**	0	4	1	10	0	**15**	3	0	46	0	0	**46**	0	8	56	4	2	**70**	1	**138**
9:45PM	4	2	0	0	**6**	0	4	4	8	0	**16**	0	2	26	1	0	**29**	0	7	44	2	4	**57**	0	**108**
Hourly Total	13	11	5	0	**29**	0	26	21	43	0	**90**	3	4	173	12	0	**189**	0	33	222	13	10	**278**	1	**586**
10:00PM	1	4	2	0	**7**	0	2	1	7	0	**10**	0	1	22	3	0	**26**	0	7	36	2	0	**45**	0	**88**
10:15PM	4	2	1	0	**7**	0	5	3	9	0	**17**	0	0	26	1	0	**27**	0	4	52	1	0	**57**	0	**108**
10:30PM	2	0	0	0	**2**	0	0	1	4	0	**5**	0	0	20	5	0	**25**	0	8	42	1	1	**52**	0	**84**
10:45PM	1	2	0	0	**3**	0	3	2	8	0	**13**	0	0	18	3	0	**21**	0	4	21	1	3	**29**	0	**66**
Hourly Total	8	8	3	0	**19**	0	10	7	28	0	**45**	0	1	86	12	0	**99**	0	23	151	5	4	**183**	0	**346**
11:00PM	1	0	0	0	**1**	0	1	2	8	0	**11**	0	1	15	1	0	**17**	0	3	25	2	0	**30**	0	**59**
11:15PM	1	1	1	0	**3**	0	2	1	7	0	**10**	0	0	19	1	0	**20**	0	4	18	0	0	**22**	0	**55**
11:30PM	3	1	2	0	**6**	0	1	1	0	0	**2**	0	1	12	0	0	**13**	0	3	18	0	0	**21**	0	**42**
11:45PM	0	0	3	0	**3**	0	2	2	2	0	**6**	0	0	10	3	0	**13**	0	4	12	1	0	**17**	3	**39**
Hourly Total	5	2	6	0	**13**	0	6	6	17	0	**29**	0	2	56	5	0	**63**	0	14	73	3	0	**90**	3	**195**
Total	701	466	307	1	**1475**	2	588	562	909	0	**2059**	48	338	6971	414	2	**7725**	40	724	6375	518	212	**7829**	21	**19088**
% Approach	47.5%	31.6%	20.8%	0.1%	**-**	-	28.6%	27.3%	44.1%	0%	**-**	-	4.4%	90.2%	5.4%	0%	**-**	-	9.2%	81.4%	6.6%	2.7%	**-**	-	-
% Total	3.7%	2.4%	1.6%	0%	**7.7%**	-	3.1%	2.9%	4.8%	0%	**10.8%**	-	1.8%	36.5%	2.2%	0%	**40.5%**	-	3.8%	33.4%	2.7%	1.1%	**41.0%**	-	-
Lights	686	461	293	1	**1441**	-	587	558	874	0	**2019**	-	337	6602	412	2	**7353**	-	691	6050	499	212	**7452**	-	18265
% Lights	97.9%	98.9%	95.4%	100%	**97.7%**	-	99.8%	99.3%	96.1%	0%	**98.1%**	-	99.7%	94.7%	99.5%	100%	**95.2%**	-	95.4%	94.9%	96.3%	100%	**95.2%**	-	95.7%
Articulated Trucks	4	0	2	0	**6**	-	0	0	1	0	**1**	-	0	49	1	0	**50**	-	0	35	6	0	**41**	-	98
% Articulated Trucks	0.6%	0%	0.7%	0%	**0.4%**	-	0%	0%	0.1%	0%	**0%**	-	0%	0.7%	0.2%	0%	**0.6%**	-	0%	0.5%	1.2%	0%	**0.5%**	-	0.5%
Buses and Single-Unit Trucks	11	5	12	0	**28**	-	1	4	34	0	**39**	-	1	320	1	0	**322**	-	33	290	13	0	**336**	-	725
% Buses and Single-Unit Trucks	1.6%	1.1%	3.9%	0%	**1.9%**	-	0.2%	0.7%	3.7%	0%	**1.9%**	-	0.3%	4.6%	0.2%	0%	**4.2%**	-	4.6%	4.5%	2.5%	0%	**4.3%**	-	3.8%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	44	-	-	-	-	-	32	-	-	-	-	-	18	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	91.7%	-	-	-	-	-	80.0%	-	-	-	-	-	85.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	8.3%	-	-	-	-	-	20.0%	-	-	-	-	-	14.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & 143rd Street - TMC
Thu Jun 13, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666795, Location: 44.742779, -93.302862

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	8	5	0	0	**13**	0	5	5	16	0	**26**	0	12	154	3	0	**169**	0	4	46	10	1	**61**	0	**269**
7:15AM	16	1	3	0	**20**	0	4	1	16	0	**21**	0	14	183	5	0	**202**	0	4	41	14	0	**59**	0	**302**
7:30AM	7	3	2	0	**12**	0	1	4	16	0	**21**	1	15	177	1	0	**193**	0	2	47	14	2	**65**	0	**291**
7:45AM	14	2	4	0	**20**	0	4	9	17	0	**30**	1	11	171	3	0	**185**	4	7	64	10	2	**83**	0	**318**
Total	45	11	9	0	**65**	0	14	19	65	0	**98**	2	52	685	12	0	**749**	4	17	198	48	5	**268**	0	**1180**
% Approach	69.2%	16.9%	13.8%	0%	**-**	-	14.3%	19.4%	66.3%	0%	**-**	-	6.9%	91.5%	1.6%	0%	**-**	-	6.3%	73.9%	17.9%	1.9%	**-**	-	-
% Total	3.8%	0.9%	0.8%	0%	**5.5%**	-	1.2%	1.6%	5.5%	0%	**8.3%**	-	4.4%	58.1%	1.0%	0%	**63.5%**	-	1.4%	16.8%	4.1%	0.4%	**22.7%**	-	-
PHF	0.703	0.550	0.563	-	**0.813**	-	0.700	0.528	0.956	-	**0.817**	-	0.867	0.936	0.600	-	**0.927**	-	0.607	0.773	0.857	0.625	**0.807**	-	0.928
Lights	41	11	9	0	**61**	-	14	19	61	0	**94**	-	52	654	12	0	**718**	-	14	187	48	5	**254**	-	1127
% Lights	91.1%	100%	100%	0%	**93.8%**	-	100%	100%	93.8%	0%	**95.9%**	-	100%	95.5%	100%	0%	**95.9%**	-	82.4%	94.4%	100%	100%	**94.8%**	-	95.5%
Articulated Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	2	0	0	**2**	-	11
% Articulated Trucks	2.2%	0%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	1.0%	0%	0%	**0.7%**	-	0.9%
Buses and Single-Unit Trucks	3	0	0	0	**3**	-	0	0	4	0	**4**	-	0	23	0	0	**23**	-	3	9	0	0	**12**	-	42
% Buses and Single-Unit Trucks	6.7%	0%	0%	0%	**4.6%**	-	0%	0%	6.2%	0%	**4.1%**	-	0%	3.4%	0%	0%	**3.1%**	-	17.6%	4.5%	0%	0%	**4.5%**	-	3.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & 143rd Street - TMC
Thu Jun 13, 2019
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666795, Location: 44.742779, -93.302862

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-13 12:00PM	21	11	3	0	**35**	0	11	9	15	0	**35**	0	6	83	10	0	**99**	0	8	86	12	9	**115**	0	**284**
12:15PM	11	6	3	0	**20**	0	10	14	15	0	**39**	0	5	99	7	0	**111**	1	7	91	6	7	**111**	2	**281**
12:30PM	7	7	5	0	**19**	0	9	10	15	0	**34**	3	4	122	5	0	**131**	0	15	94	9	5	**123**	0	**307**
12:45PM	15	9	1	0	**25**	0	10	20	9	0	**39**	0	4	110	5	0	**119**	2	6	93	12	5	**116**	0	**299**
Total	54	33	12	0	**99**	0	40	53	54	0	**147**	3	19	414	27	0	**460**	3	36	364	39	26	**465**	2	**1171**
% Approach	54.5%	33.3%	12.1%	0%	**-**	-	27.2%	36.1%	36.7%	0%	**-**	-	4.1%	90.0%	5.9%	0%	**-**	-	7.7%	78.3%	8.4%	5.6%	**-**	-	-
% Total	4.6%	2.8%	1.0%	0%	**8.5%**	-	3.4%	4.5%	4.6%	0%	**12.6%**	-	1.6%	35.4%	2.3%	0%	**39.3%**	-	3.1%	31.1%	3.3%	2.2%	**39.7%**	-	-
PHF	0.643	0.750	0.600	-	**0.707**	-	0.909	0.663	0.900	-	**0.942**	-	0.792	0.848	0.675	-	**0.878**	-	0.600	0.968	0.813	0.722	**0.945**	-	0.954
Lights	54	33	11	0	**98**	-	40	53	52	0	**145**	-	19	395	27	0	**441**	-	34	339	37	26	**436**	-	1120
% Lights	100%	100%	91.7%	0%	**99.0%**	-	100%	100%	96.3%	0%	**98.6%**	-	100%	95.4%	100%	0%	**95.9%**	-	94.4%	93.1%	94.9%	100%	**93.8%**	-	95.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	4	1	0	**5**	-	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	1.1%	2.6%	0%	**1.1%**	-	0.5%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	2	0	**2**	-	0	18	0	0	**18**	-	2	21	1	0	**24**	-	45
% Buses and Single-Unit Trucks	0%	0%	8.3%	0%	**1.0%**	-	0%	0%	3.7%	0%	**1.4%**	-	0%	4.3%	0%	0%	**3.9%**	-	5.6%	5.8%	2.6%	0%	**5.2%**	-	3.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & 143rd Street - TMC
Thu Jun 13, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666795, Location: 44.742779, -93.302862

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	143rd Street						143rd Street						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-13 4:30PM	26	19	11	0	**56**	0	8	8	15	0	**31**	2	2	140	12	0	**154**	4	13	206	13	0	**232**	0	**473**
4:45PM	21	21	16	0	**58**	0	15	20	13	0	**48**	2	4	146	13	0	**163**	1	17	170	9	2	**198**	0	**467**
5:00PM	33	15	12	0	**60**	0	16	13	21	0	**50**	3	9	131	6	0	**146**	0	19	207	5	9	**240**	1	**496**
5:15PM	31	13	6	0	**50**	0	17	13	18	0	**48**	1	4	148	14	0	**166**	0	27	171	13	6	**217**	0	**481**
Total	111	68	45	0	**224**	0	56	54	67	0	**177**	8	19	565	45	0	**629**	5	76	754	40	17	**887**	1	**1917**
% Approach	49.6%	30.4%	20.1%	0%	-	-	31.6%	30.5%	37.9%	0%	-	-	3.0%	89.8%	7.2%	0%	-	-	8.6%	85.0%	4.5%	1.9%	-	-	-
% Total	5.8%	3.5%	2.3%	0%	**11.7%**	-	2.9%	2.8%	3.5%	0%	**9.2%**	-	1.0%	29.5%	2.3%	0%	**32.8%**	-	4.0%	39.3%	2.1%	0.9%	**46.3%**	-	-
PHF	0.841	0.810	0.703	-	**0.933**	-	0.824	0.675	0.798	-	**0.885**	-	0.528	0.954	0.804	-	**0.947**	-	0.704	0.911	0.769	0.472	**0.924**	-	0.966
Lights	110	68	40	0	**218**	-	56	53	66	0	**175**	-	19	542	45	0	**606**	-	74	711	38	17	**840**	-	1839
% Lights	99.1%	100%	88.9%	0%	**97.3%**	-	100%	98.1%	98.5%	0%	**98.9%**	-	100%	95.9%	100%	0%	**96.3%**	-	97.4%	94.3%	95.0%	100%	**94.7%**	-	95.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	2	0	0	**2**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	1	0	5	0	**6**	-	0	1	1	0	**2**	-	0	21	0	0	**21**	-	2	41	2	0	**45**	-	74
% Buses and Single-Unit Trucks	0.9%	0%	11.1%	0%	**2.7%**	-	0%	1.9%	1.5%	0%	**1.1%**	-	0%	3.7%	0%	0%	**3.3%**	-	2.6%	5.4%	5.0%	0%	**5.1%**	-	3.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & McAndrews Road - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666808, Location: 44.748264, -93.303083

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road					CSAH 5						CSAH 5						
Direction	Eastbound						Westbound					Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	2	1	7	0	**10**	0	34	4	0	**38**	0	1	131	27	0	**159**	0	38	49	5	0	**92**	1	**299**
7:15AM	6	3	8	0	**17**	0	37	1	0	**38**	0	2	181	35	0	**218**	0	36	53	1	0	**90**	0	**363**
7:30AM	2	0	5	0	**7**	0	40	2	0	**42**	1	4	136	52	1	**193**	0	42	55	4	0	**101**	0	**343**
7:45AM	2	7	6	0	**15**	0	36	6	0	**42**	0	3	128	64	0	**195**	0	52	66	2	0	**120**	0	**372**
Hourly Total	12	11	26	0	**49**	0	147	13	0	**160**	1	10	576	178	1	**765**	0	168	223	12	0	**403**	1	**1377**
4:30PM	8	12	17	0	**37**	0	83	16	0	**99**	0	7	84	74	3	**168**	0	82	133	13	0	**228**	1	**532**
4:45PM	9	5	17	0	**31**	0	93	13	0	**106**	0	12	93	52	0	**157**	2	101	120	12	0	**233**	4	**527**
Hourly Total	17	17	34	0	**68**	0	176	29	0	**205**	0	19	177	126	3	**325**	2	183	253	25	0	**461**	5	**1059**
5:00PM	13	18	21	0	**52**	0	87	8	0	**95**	0	20	101	93	0	**214**	0	135	125	21	0	**281**	2	**642**
5:15PM	9	13	24	0	**46**	1	78	10	0	**88**	0	14	94	61	2	**171**	0	113	143	13	0	**269**	1	**574**
Hourly Total	22	31	45	0	**98**	1	165	18	0	**183**	0	34	195	154	2	**385**	0	248	268	34	0	**550**	3	**1216**
2019-06-22 1:00PM	13	10	16	0	**39**	0	59	5	0	**64**	2	15	82	52	1	**150**	1	94	91	12	0	**197**	0	**450**
1:15PM	12	17	13	0	**42**	1	48	7	0	**55**	3	11	92	58	1	**162**	2	70	73	15	0	**158**	0	**417**
1:30PM	13	12	21	0	**46**	0	50	15	0	**65**	1	10	91	49	4	**154**	0	98	96	11	0	**205**	0	**470**
1:45PM	8	11	16	0	**35**	0	58	14	0	**72**	1	8	98	43	1	**150**	0	92	82	15	0	**189**	0	**446**
Hourly Total	46	50	66	0	**162**	1	215	41	0	**256**	7	44	363	202	7	**616**	3	354	342	53	0	**749**	0	**1783**
Total	97	109	171	0	**377**	2	703	101	0	**804**	8	107	1311	660	13	**2091**	5	953	1086	124	0	**2163**	9	**5435**
% Approach	25.7%	28.9%	45.4%	0%	**-**	-	87.4%	12.6%	0%	**-**	-	5.1%	62.7%	31.6%	0.6%	**-**	-	44.1%	50.2%	5.7%	0%	**-**	-	-
% Total	1.8%	2.0%	3.1%	0%	**6.9%**	-	12.9%	1.9%	0%	**14.8%**	-	2.0%	24.1%	12.1%	0.2%	**38.5%**	-	17.5%	20.0%	2.3%	0%	**39.8%**	-	-
Lights	95	108	168	0	**371**	-	699	98	0	**797**	-	107	1276	653	12	**2048**	-	939	1052	122	0	**2113**	-	5329
% Lights	97.9%	99.1%	98.2%	0%	**98.4%**	-	99.4%	97.0%	0%	**99.1%**	-	100%	97.3%	98.9%	92.3%	**97.9%**	-	98.5%	96.9%	98.4%	0%	**97.7%**	-	98.0%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	**1**	-	0	17	0	0	**17**	-	1	4	0	0	**5**	-	23
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	**0.1%**	-	0%	1.3%	0%	0%	**0.8%**	-	0.1%	0.4%	0%	0%	**0.2%**	-	0.4%
Buses and Single-Unit Trucks	2	1	3	0	**6**	-	4	2	0	**6**	-	0	18	7	1	**26**	-	13	30	2	0	**45**	-	83
% Buses and Single-Unit Trucks	2.1%	0.9%	1.8%	0%	**1.6%**	-	0.6%	2.0%	0%	**0.7%**	-	0%	1.4%	1.1%	7.7%	**1.2%**	-	1.4%	2.8%	1.6%	0%	**2.1%**	-	1.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	87.5%	-	-	-	-	-	80.0%	-	-	-	-	-	11.1%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	8	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	12.5%	-	-	-	-	-	20.0%	-	-	-	-	-	88.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & McAndrews Road - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666808, Location: 44.748264, -93.303083

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road					CSAH 5						CSAH 5						
Direction	Eastbound						Westbound					Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	2	1	7	0	**10**	0	34	4	0	**38**	0	1	131	27	0	**159**	0	38	49	5	0	**92**	1	**299**
7:15AM	6	3	8	0	**17**	0	37	1	0	**38**	0	2	181	35	0	**218**	0	36	53	1	0	**90**	0	**363**
7:30AM	2	0	5	0	**7**	0	40	2	0	**42**	1	4	136	52	1	**193**	0	42	55	4	0	**101**	0	**343**
7:45AM	2	7	6	0	**15**	0	36	6	0	**42**	0	3	128	64	0	**195**	0	52	66	2	0	**120**	0	**372**
Total	12	11	26	0	**49**	0	147	13	0	**160**	1	10	576	178	1	**765**	0	168	223	12	0	**403**	1	**1377**
% Approach	24.5%	22.4%	53.1%	0%	**-**	-	91.9%	8.1%	0%	**-**	-	1.3%	75.3%	23.3%	0.1%	**-**	-	41.7%	55.3%	3.0%	0%	**-**	-	-
% Total	0.9%	0.8%	1.9%	0%	**3.6%**	-	10.7%	0.9%	0%	**11.6%**	-	0.7%	41.8%	12.9%	0.1%	**55.6%**	-	12.2%	16.2%	0.9%	0%	**29.3%**	-	-
PHF	0.500	0.393	0.813	-	**0.721**	-	0.919	0.542	-	**0.952**	-	0.625	0.796	0.695	0.250	**0.877**	-	0.808	0.845	0.600	-	**0.840**	-	0.925
Lights	11	10	23	0	**44**	-	144	11	0	**155**	-	10	547	172	1	**730**	-	160	213	10	0	**383**	-	1312
% Lights	91.7%	90.9%	88.5%	0%	**89.8%**	-	98.0%	84.6%	0%	**96.9%**	-	100%	95.0%	96.6%	100%	**95.4%**	-	95.2%	95.5%	83.3%	0%	**95.0%**	-	95.3%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	**1**	-	0	17	0	0	**17**	-	1	2	0	0	**3**	-	21
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	7.7%	0%	**0.6%**	-	0%	3.0%	0%	0%	**2.2%**	-	0.6%	0.9%	0%	0%	**0.7%**	-	1.5%
Buses and Single-Unit Trucks	1	1	3	0	**5**	-	3	1	0	**4**	-	0	12	6	0	**18**	-	7	8	2	0	**17**	-	44
% Buses and Single-Unit Trucks	8.3%	9.1%	11.5%	0%	**10.2%**	-	2.0%	7.7%	0%	**2.5%**	-	0%	2.1%	3.4%	0%	**2.4%**	-	4.2%	3.6%	16.7%	0%	**4.2%**	-	3.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & McAndrews Road - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666808, Location: 44.748264, -93.303083

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road					CSAH 5						CSAH 5						
Direction	Eastbound						Westbound					Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 4:30PM	8	12	17	0	**37**	0	83	16	0	**99**	0	7	84	74	3	**168**	0	82	133	13	0	**228**	1	**532**
4:45PM	9	5	17	0	**31**	0	93	13	0	**106**	0	12	93	52	0	**157**	2	101	120	12	0	**233**	4	**527**
5:00PM	13	18	21	0	**52**	0	87	8	0	**95**	0	20	101	93	0	**214**	0	135	125	21	0	**281**	2	**642**
5:15PM	9	13	24	0	**46**	1	78	10	0	**88**	0	14	94	61	2	**171**	0	113	143	13	0	**269**	1	**574**
Total	39	48	79	0	**166**	1	341	47	0	**388**	0	53	372	280	5	**710**	2	431	521	59	0	**1011**	8	**2275**
% Approach	23.5%	28.9%	47.6%	0%	**-**	-	87.9%	12.1%	0%	**-**	-	7.5%	52.4%	39.4%	0.7%	**-**	-	42.6%	51.5%	5.8%	0%	**-**	-	-
% Total	1.7%	2.1%	3.5%	0%	**7.3%**	-	15.0%	2.1%	0%	**17.1%**	-	2.3%	16.4%	12.3%	0.2%	**31.2%**	-	18.9%	22.9%	2.6%	0%	**44.4%**	-	-
PHF	0.750	0.667	0.823	-	**0.798**	-	0.917	0.734	-	**0.915**	-	0.663	0.921	0.753	0.417	**0.829**	-	0.798	0.911	0.702	-	**0.899**	-	0.886
Lights	38	48	79	0	**165**	-	341	47	0	**388**	-	53	370	279	4	**706**	-	428	502	59	0	**989**	-	2248
% Lights	97.4%	100%	100%	0%	**99.4%**	-	100%	100%	0%	**100%**	-	100%	99.5%	99.6%	80.0%	**99.4%**	-	99.3%	96.4%	100%	0%	**97.8%**	-	98.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	0	**0**	-	0	2	1	1	**4**	-	3	18	0	0	**21**	-	26
% Buses and Single-Unit Trucks	2.6%	0%	0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0%	0.5%	0.4%	20.0%	**0.6%**	-	0.7%	3.5%	0%	0%	**2.1%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	8	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 5 & McAndrews Road - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666808, Location: 44.748264, -93.303083

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road					CSAH 5						CSAH 5						
Direction	Eastbound						Westbound					Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	13	10	16	0	**39**	0	59	5	0	**64**	2	15	82	52	1	**150**	1	94	91	12	0	**197**	0	**450**
1:15PM	12	17	13	0	**42**	1	48	7	0	**55**	3	11	92	58	1	**162**	2	70	73	15	0	**158**	0	**417**
1:30PM	13	12	21	0	**46**	0	50	15	0	**65**	1	10	91	49	4	**154**	0	98	96	11	0	**205**	0	**470**
1:45PM	8	11	16	0	**35**	0	58	14	0	**72**	1	8	98	43	1	**150**	0	92	82	15	0	**189**	0	**446**
Total	46	50	66	0	**162**	1	215	41	0	**256**	7	44	363	202	7	**616**	3	354	342	53	0	**749**	0	**1783**
% Approach	28.4%	30.9%	40.7%	0%	**-**	-	84.0%	16.0%	0%	**-**	-	7.1%	58.9%	32.8%	1.1%	**-**	-	47.3%	45.7%	7.1%	0%	**-**	-	-
% Total	2.6%	2.8%	3.7%	0%	**9.1%**	-	12.1%	2.3%	0%	**14.4%**	-	2.5%	20.4%	11.3%	0.4%	**34.5%**	-	19.9%	19.2%	3.0%	0%	**42.0%**	-	-
PHF	0.885	0.735	0.786		**0.880**	-	0.911	0.683		**0.889**	-	0.733	0.926	0.871	0.438	**0.951**	-	0.903	0.891	0.883		**0.913**	-	0.948
Lights	46	50	66	0	**162**	-	214	40	0	**254**	-	44	359	202	7	**612**	-	351	337	53	0	**741**	-	1769
% Lights	100%	100%	100%	0%	**100%**	-	99.5%	97.6%	0%	**99.2%**	-	100%	98.9%	100%	100%	**99.4%**	-	99.2%	98.5%	100%	0%	**98.9%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	1	0	**2**	-	0	4	0	0	**4**	-	3	4	0	0	**7**	-	13
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0.5%	2.4%	0%	**0.8%**	-	0%	1.1%	0%	0%	**0.6%**	-	0.8%	1.2%	0%	0%	**0.9%**	-	0.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	85.7%	-	-	-	-	-	66.7%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	14.3%	-	-	-	-	-	33.3%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & 3/4 Access Between Burnhaven Drive... - ATR

Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672350, Location: 44.746486, -93.29044

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

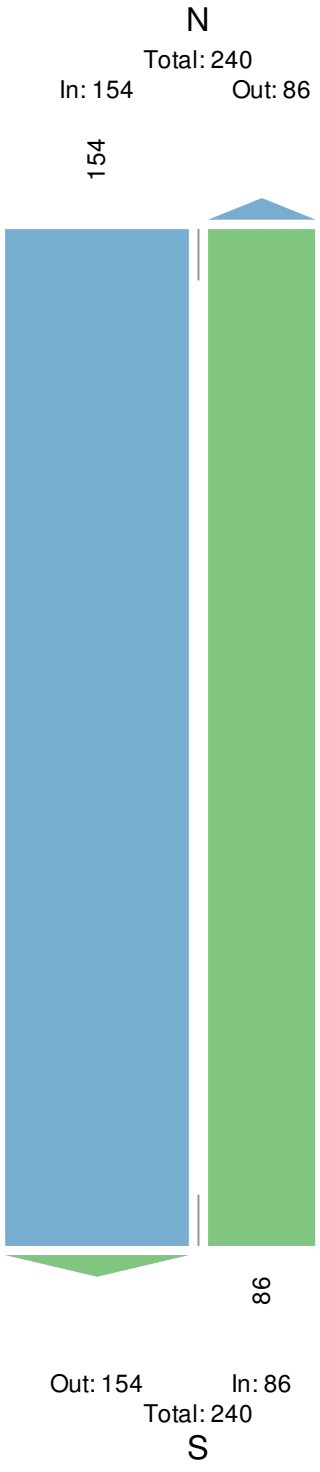
Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-18 7:00AM	1	**1**	5	**5**	**6**
7:15AM	5	**5**	5	**5**	**10**
7:30AM	3	**3**	2	**2**	**5**
7:45AM	3	**3**	5	**5**	**8**
Hourly Total	12	**12**	17	**17**	**29**
4:30PM	20	**20**	29	**29**	**49**
4:45PM	16	**16**	37	**37**	**53**
Hourly Total	36	**36**	66	**66**	**102**
5:00PM	20	**20**	42	**42**	**62**
5:15PM	18	**18**	29	**29**	**47**
Hourly Total	38	**38**	71	**71**	**109**
Total	86	**86**	154	**154**	**240**
% Approach	100%	-	100%	-	-
% Total	35.8%	**35.8%**	64.2%	**64.2%**	-
Lights	85	**85**	154	**154**	239
% Lights	98.8%	**98.8%**	100%	**100%**	99.6%
Articulated Trucks	0	**0**	0	**0**	0
% Articulated Trucks	0%	**0%**	0%	**0%**	0%
Buses and Single-Unit Trucks	1	**1**	0	**0**	1
% Buses and Single-Unit Trucks	1.2%	**1.2%**	0%	**0%**	0.4%

*T: Thru

CSAH 42 & 3/4 Access Between Burnhaven Drive... - ATR

Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672350, Location: 44.746486, -93.29044

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



CSAH 42 & 3/4 Access Between Burnhaven Drive... - ATR

Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672350, Location: 44.746486, -93.29044

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-18 7:00AM	1	**1**	5	**5**	**6**
7:15AM	5	**5**	5	**5**	**10**
7:30AM	3	**3**	2	**2**	**5**
7:45AM	3	**3**	5	**5**	**8**
Total	12	**12**	17	**17**	**29**
% Approach	100%	-	100%	-	-
% Total	41.4%	**41.4%**	58.6%	**58.6%**	-
PHF	0.600	**0.600**	0.850	**0.850**	0.725
Lights	11	**11**	17	**17**	28
% Lights	91.7%	**91.7%**	100%	**100%**	96.6%
Articulated Trucks	0	**0**	0	**0**	0
% Articulated Trucks	0%	**0%**	0%	**0%**	0%
Buses and Single-Unit Trucks	1	**1**	0	**0**	1
% Buses and Single-Unit Trucks	8.3%	**8.3%**	0%	**0%**	3.4%

*T: Thru

CSAH 42 & 3/4 Access Between Burnhaven Drive... - ATR

Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672350, Location: 44.746486, -93.29044

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



CSAH 42 & 3/4 Access Between Burnhaven Drive... - ATR

Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 672350, Location: 44.746486, -93.29044

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2019-06-18 4:30PM	20	**20**	29	**29**	**49**
4:45PM	16	**16**	37	**37**	**53**
5:00PM	20	**20**	42	**42**	**62**
5:15PM	18	**18**	29	**29**	**47**
Total	74	**74**	137	**137**	**211**
% Approach	100%	-	100%	-	-
% Total	35.1%	**35.1%**	64.9%	**64.9%**	-
PHF	0.925	**0.925**	0.815	**0.815**	0.851
Lights	74	**74**	137	**137**	211
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks	0	**0**	0	**0**	0
% Articulated Trucks	0%	**0%**	0%	**0%**	0%
Buses and Single-Unit Trucks	0	**0**	0	**0**	0
% Buses and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%

*T: Thru

CSAH 42 & 3/4 Access Between Burnhaven Drive... - ATR

Tue Jun 18, 2019

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Channels

ID: 672350, Location: 44.746486, -93.29044

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



CSAH 42 & Aldrich Avenue - TMC
Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666799, Location: 44.746465, -93.28792

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						Aldrich Avenue Northbound						Aldrich Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 7:00AM	3	280	0	0	**283**	0	3	165	15	1	**184**	0	0	0	2	0	**2**	0	6	1	3	0	**10**	0	**479**
7:15AM	1	331	0	0	**332**	0	5	275	23	1	**304**	0	0	1	0	0	**1**	0	8	1	1	0	**10**	0	**647**
7:30AM	4	321	2	1	**328**	0	12	287	30	0	**329**	0	1	1	2	0	**4**	0	14	3	0	0	**17**	0	**678**
7:45AM	2	298	4	0	**304**	0	6	384	32	1	**423**	0	2	2	1	1	**6**	0	6	2	2	0	**10**	0	**743**
Hourly Total	10	1230	6	1	**1247**	0	26	1111	100	3	**1240**	0	3	4	5	1	**13**	0	34	7	6	0	**47**	0	**2547**
4:30PM	19	403	14	1	**437**	1	58	406	95	1	**560**	0	14	5	37	0	**56**	0	90	20	23	1	**134**	2	**1187**
4:45PM	19	379	16	3	**417**	0	40	423	117	1	**581**	0	13	20	35	0	**68**	0	92	23	35	0	**150**	1	**1216**
Hourly Total	38	782	30	4	**854**	1	98	829	212	2	**1141**	0	27	25	72	0	**124**	0	182	43	58	1	**284**	3	**2403**
5:00PM	21	364	9	2	**396**	0	48	404	96	3	**551**	0	18	19	29	0	**66**	0	91	26	34	0	**151**	0	**1164**
5:15PM	19	389	10	2	**420**	0	43	437	103	0	**583**	0	14	17	32	0	**63**	0	73	21	25	0	**119**	0	**1185**
Hourly Total	40	753	19	4	**816**	0	91	841	199	3	**1134**	0	32	36	61	0	**129**	0	164	47	59	0	**270**	0	**2349**
Total	88	2765	55	9	**2917**	1	215	2781	511	8	**3515**	0	62	65	138	1	**266**	0	380	97	123	1	**601**	3	**7299**
% Approach	3.0%	94.8%	1.9%	0.3%	**-**	-	6.1%	79.1%	14.5%	0.2%	**-**	-	23.3%	24.4%	51.9%	0.4%	**-**	-	63.2%	16.1%	20.5%	0.2%	**-**	-	-
% Total	1.2%	37.9%	0.8%	0.1%	**40.0%**	-	2.9%	38.1%	7.0%	0.1%	**48.2%**	-	0.8%	0.9%	1.9%	0%	**3.6%**	-	5.2%	1.3%	1.7%	0%	**8.2%**	-	-
Lights	87	2688	54	9	**2838**	-	213	2723	499	7	**3442**	-	60	64	138	1	**263**	-	376	97	118	1	**592**	-	7135
% Lights	98.9%	97.2%	98.2%	100%	**97.3%**	-	99.1%	97.9%	97.7%	87.5%	**97.9%**	-	96.8%	98.5%	100%	100%	**98.9%**	-	98.9%	100%	95.9%	100%	**98.5%**	-	97.8%
Articulated Trucks	0	15	0	0	**15**	-	1	16	4	0	**21**	-	0	0	0	0	**0**	-	2	0	1	0	**3**	-	39
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0.5%	0.6%	0.8%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0.8%	0%	**0.5%**	-	0.5%
Buses and Single-Unit Trucks	1	62	1	0	**64**	-	1	42	8	1	**52**	-	2	1	0	0	**3**	-	2	0	4	0	**6**	-	125
% Buses and Single-Unit Trucks	1.1%	2.2%	1.8%	0%	**2.2%**	-	0.5%	1.5%	1.6%	12.5%	**1.5%**	-	3.2%	1.5%	0%	0%	**1.1%**	-	0.5%	0%	3.3%	0%	**1.0%**	-	1.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Aldrich Avenue - TMC
Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666799, Location: 44.746465, -93.28792

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						Aldrich Avenue Northbound						Aldrich Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 7:00AM	3	280	0	0	**283**	0	3	165	15	1	**184**	0	0	0	2	0	**2**	0	6	1	3	0	**10**	0	**479**
7:15AM	1	331	0	0	**332**	0	5	275	23	1	**304**	0	0	1	0	0	**1**	0	8	1	1	0	**10**	0	**647**
7:30AM	4	321	2	1	**328**	0	12	287	30	0	**329**	0	1	1	2	0	**4**	0	14	3	0	0	**17**	0	**678**
7:45AM	2	298	4	0	**304**	0	6	384	32	1	**423**	0	2	2	1	1	**6**	0	6	2	2	0	**10**	0	**743**
Total	10	1230	6	1	**1247**	0	26	1111	100	3	**1240**	0	3	4	5	1	**13**	0	34	7	6	0	**47**	0	**2547**
% Approach	0.8%	98.6%	0.5%	0.1%	**-**	-	2.1%	89.6%	8.1%	0.2%	**-**	-	23.1%	30.8%	38.5%	7.7%	**-**	-	72.3%	14.9%	12.8%	0%	**-**	-	-
% Total	0.4%	48.3%	0.2%	0%	**49.0%**	-	1.0%	43.6%	3.9%	0.1%	**48.7%**	-	0.1%	0.2%	0.2%	0%	**0.5%**	-	1.3%	0.3%	0.2%	0%	**1.8%**	-	-
PHF	0.625	0.929	0.375	0.250	**0.939**	-	0.542	0.723	0.781	0.750	**0.733**	-	0.375	0.500	0.625	0.250	**0.542**	-	0.607	0.583	0.500	-	**0.691**	-	0.857
Lights	10	1184	5	1	**1200**	-	24	1073	91	3	**1191**	-	2	4	5	1	**12**	-	32	7	4	0	**43**	-	2446
% Lights	100%	96.3%	83.3%	100%	**96.2%**	-	92.3%	96.6%	91.0%	100%	**96.0%**	-	66.7%	100%	100%	100%	**92.3%**	-	94.1%	100%	66.7%	0%	**91.5%**	-	96.0%
Articulated Trucks	0	9	0	0	**9**	-	1	14	2	0	**17**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	27
% Articulated Trucks	0%	0.7%	0%	0%	**0.7%**	-	3.8%	1.3%	2.0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	16.7%	0%	**2.1%**	-	1.1%
Buses and Single-Unit Trucks	0	37	1	0	**38**	-	1	24	7	0	**32**	-	1	0	0	0	**1**	-	2	0	1	0	**3**	-	74
% Buses and Single-Unit Trucks	0%	3.0%	16.7%	0%	**3.0%**	-	3.8%	2.2%	7.0%	0%	**2.6%**	-	33.3%	0%	0%	0%	**7.7%**	-	5.9%	0%	16.7%	0%	**6.4%**	-	2.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Aldrich Avenue - TMC
Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666799, Location: 44.746465, -93.28792

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Aldrich Avenue						Aldrich Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 4:30PM	19	403	14	1	**437**	1	58	406	95	1	**560**	0	14	5	37	0	**56**	0	90	20	23	1	**134**	2	**1187**
4:45PM	19	379	16	3	**417**	0	40	423	117	1	**581**	0	13	20	35	0	**68**	0	92	23	35	0	**150**	1	**1216**
5:00PM	21	364	9	2	**396**	0	48	404	96	3	**551**	0	18	19	29	0	**66**	0	91	26	34	0	**151**	0	**1164**
5:15PM	19	389	10	2	**420**	0	43	437	103	0	**583**	0	14	17	32	0	**63**	0	73	21	25	0	**119**	0	**1185**
Total	78	1535	49	8	**1670**	1	189	1670	411	5	**2275**	0	59	61	133	0	**253**	0	346	90	117	1	**554**	3	**4752**
% Approach	4.7%	91.9%	2.9%	0.5%	**-**	-	8.3%	73.4%	18.1%	0.2%	**-**	-	23.3%	24.1%	52.6%	0%	**-**	-	62.5%	16.2%	21.1%	0.2%	**-**	-	-
% Total	1.6%	32.3%	1.0%	0.2%	**35.1%**	-	4.0%	35.1%	8.6%	0.1%	**47.9%**	-	1.2%	1.3%	2.8%	0%	**5.3%**	-	7.3%	1.9%	2.5%	0%	**11.7%**	-	-
PHF	0.929	0.952	0.766	0.667	**0.955**	-	0.815	0.955	0.878	0.417	**0.976**	-	0.819	0.763	0.899	-	**0.930**	-	0.940	0.865	0.836	0.250	**0.917**	-	0.977
Lights	77	1504	49	8	**1638**	-	189	1650	408	4	**2251**	-	58	60	133	0	**251**	-	344	90	114	1	**549**	-	4689
% Lights	98.7%	98.0%	100%	100%	**98.1%**	-	100%	98.8%	99.3%	80.0%	**98.9%**	-	98.3%	98.4%	100%	0%	**99.2%**	-	99.4%	100%	97.4%	100%	**99.1%**	-	98.7%
Articulated Trucks	0	6	0	0	**6**	-	0	2	2	0	**4**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	12
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	0.1%	0.5%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.6%	0%	0%	0%	**0.4%**	-	0.3%
Buses and Single-Unit Trucks	1	25	0	0	**26**	-	0	18	1	1	**20**	-	1	1	0	0	**2**	-	0	0	3	0	**3**	-	51
% Buses and Single-Unit Trucks	1.3%	1.6%	0%	0%	**1.6%**	-	0%	1.1%	0.2%	20.0%	**0.9%**	-	1.7%	1.6%	0%	0%	**0.8%**	-	0%	0%	2.6%	0%	**0.5%**	-	1.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Burnhaven Drive - TMC
Tue Jun 18, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666802, Location: 44.74651, -93.293689

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 12:00AM	0	23	1	0	**24**	0	5	35	0	0	**40**	0	1	1	4	0	**6**	0	1	0	0	0	**1**	0	**71**
12:15AM	0	22	1	0	**23**	0	1	38	0	0	**39**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	**64**
12:30AM	0	28	1	1	**30**	0	4	33	0	1	**38**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	**70**
12:45AM	0	34	0	0	**34**	0	3	33	0	0	**36**	0	1	0	4	0	**5**	0	0	0	0	0	**0**	0	**75**
Hourly Total	0	107	3	1	**111**	0	13	139	0	1	**153**	0	2	1	11	0	**14**	0	1	1	0	0	**2**	0	**280**
1:00AM	0	22	1	0	**23**	0	5	24	1	0	**30**	0	0	0	3	0	**3**	0	1	0	0	0	**1**	0	**57**
1:15AM	0	24	1	0	**25**	0	5	14	0	0	**19**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**46**
1:30AM	0	74	0	0	**74**	0	4	22	0	0	**26**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**101**
1:45AM	0	34	0	0	**34**	0	3	13	0	0	**16**	0	0	0	4	0	**4**	0	0	0	0	0	**0**	0	**54**
Hourly Total	0	154	2	0	**156**	0	17	73	1	0	**91**	0	1	1	8	0	**10**	0	1	0	0	0	**1**	0	**258**
2:00AM	0	19	0	0	**19**	0	2	12	0	0	**14**	0	1	0	1	0	**2**	0	0	1	2	0	**3**	0	**38**
2:15AM	0	25	0	0	**25**	0	0	13	0	0	**13**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**39**
2:30AM	0	14	1	0	**15**	0	0	15	0	0	**15**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**31**
2:45AM	0	17	1	0	**18**	0	0	15	1	0	**16**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	1	**35**
Hourly Total	0	75	2	0	**77**	0	2	55	1	0	**58**	0	2	0	2	0	**4**	0	1	1	2	0	**4**	1	**143**
3:00AM	0	18	3	0	**21**	0	1	8	0	0	**9**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**31**
3:15AM	0	22	0	0	**22**	0	0	9	0	0	**9**	0	0	0	2	0	**2**	0	0	0	1	0	**1**	0	**34**
3:30AM	0	16	0	0	**16**	0	0	7	1	0	**8**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**25**
3:45AM	0	14	3	0	**17**	0	1	14	7	0	**22**	0	0	1	1	0	**2**	0	0	0	0	0	**0**	0	**41**
Hourly Total	0	70	6	0	**76**	0	2	38	8	0	**48**	0	0	1	4	0	**5**	0	1	0	1	0	**2**	0	**131**
4:00AM	0	22	1	0	**23**	0	1	19	1	0	**21**	0	2	0	2	0	**4**	0	0	1	0	0	**1**	0	**49**
4:15AM	2	27	2	0	**31**	0	1	21	3	0	**25**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	1	**57**
4:30AM	3	31	3	0	**37**	0	2	30	5	0	**37**	0	0	3	4	0	**7**	0	1	1	0	0	**2**	0	**83**
4:45AM	8	31	2	0	**41**	0	2	36	13	0	**51**	0	2	9	8	0	**19**	0	0	2	1	0	**3**	0	**114**
Hourly Total	13	111	8	0	**132**	0	6	106	22	0	**134**	0	4	12	14	0	**30**	0	1	5	1	0	**7**	1	**303**
5:00AM	0	63	1	0	**64**	0	0	52	1	0	**53**	0	0	3	4	0	**7**	0	0	1	0	0	**1**	0	**125**
5:15AM	1	76	2	0	**79**	0	2	84	2	0	**88**	0	1	2	4	0	**7**	0	0	0	2	0	**2**	0	**176**
5:30AM	0	93	3	0	**96**	0	2	76	1	0	**79**	0	4	2	7	0	**13**	0	3	1	2	0	**6**	0	**194**
5:45AM	4	123	1	1	**129**	0	4	112	10	0	**126**	0	2	11	7	0	**20**	0	7	4	2	0	**13**	0	**288**
Hourly Total	5	355	7	1	**368**	0	8	324	14	0	**346**	0	7	18	22	0	**47**	0	10	6	6	0	**22**	0	**783**
6:00AM	0	148	4	0	**152**	0	12	140	6	0	**158**	0	3	7	19	0	**29**	0	12	6	9	0	**27**	0	**366**
6:15AM	3	193	2	0	**198**	0	2	185	3	0	**190**	0	5	5	13	0	**23**	0	8	3	0	0	**11**	0	**422**
6:30AM	2	252	12	1	**267**	0	13	183	9	0	**205**	0	6	6	17	0	**29**	0	10	6	5	0	**21**	0	**522**
6:45AM	7	273	6	0	**286**	1	11	202	5	0	**218**	0	6	10	20	0	**36**	0	11	6	5	0	**22**	0	**562**
Hourly Total	12	866	24	1	**903**	1	38	710	23	0	**771**	0	20	28	69	0	**117**	0	41	21	19	0	**81**	0	**1872**
7:00AM	14	268	5	0	**287**	0	9	164	10	0	**183**	0	4	11	16	0	**31**	0	15	10	4	0	**29**	0	**530**
7:15AM	10	317	7	0	**334**	0	14	235	13	0	**262**	0	5	5	18	0	**28**	0	11	8	5	0	**24**	0	**648**
7:30AM	12	328	11	0	**351**	0	14	269	10	0	**293**	0	11	15	25	0	**51**	0	13	4	12	0	**29**	0	**724**
7:45AM	13	308	9	0	**330**	0	15	325	17	0	**357**	0	9	19	16	0	**44**	0	13	18	9	0	**40**	0	**771**
Hourly Total	49	1221	32	0	**1302**	0	52	993	50	0	**1095**	0	29	50	75	0	**154**	0	52	40	30	0	**122**	0	**2673**
8:00AM	13	252	10	0	**275**	2	16	213	10	0	**239**	0	14	12	28	0	**54**	0	20	12	11	0	**43**	0	**611**
8:15AM	16	266	15	1	**298**	0	16	210	15	0	**241**	3	7	10	25	0	**42**	0	20	10	15	0	**45**	0	**626**
8:30AM	4	226	3	2	**235**	1	13	206	15	1	**235**	0	13	24	20	0	**57**	1	20	12	9	0	**41**	0	**568**
8:45AM	17	246	20	2	**285**	0	17	211	23	2	**253**	0	21	17	21	0	**59**	0	23	19	9	0	**51**	0	**648**
Hourly Total	50	990	48	5	**1093**	3	62	840	63	3	**968**	3	55	63	94	0	**212**	1	83	53	44	0	**180**	0	**2453**
9:00AM	18	222	11	0	**251**	1	19	191	27	0	**237**	1	9	21	19	0	**49**	1	18	12	13	0	**43**	2	**580**
9:15AM	17	201	18	1	**237**	3	33	172	22	1	**228**	0	9	30	21	0	**60**	0	28	20	17	0	**65**	0	**590**
9:30AM	15	194	18	0	**227**	0	30	170	25	0	**225**	0	19	37	27	0	**83**	0	37	24	9	0	**70**	0	**605**
9:45AM	19	216	22	0	**257**	2	22	180	43	0	**245**	1	9	34	24	0	**67**	2	25	24	10	0	**59**	0	**628**
Hourly Total	69	833	69	1	**972**	6	104	713	117	1	**935**	2	46	122	91	0	**259**	3	108	80	49	0	**237**	2	**2403**
10:00AM	18	185	21	2	**226**	2	38	166	52	0	**256**	0	22	35	33	0	**90**	0	31	39	20	0	**90**	1	**662**
10:15AM	22	205	22	0	**249**	1	30	161	59	2	**252**	0	21	44	26	0	**91**	2	33	28	22	0	**83**	0	**675**
10:30AM	15	216	20	1	**252**	0	26	193	46	1	**266**	1	28	46	33	0	**107**	1	63	41	20	0	**124**	0	**749**
10:45AM	28	177	15	0	**220**	0	39	185	65	0	**289**	0	26	42	42	0	**110**	0	53	34	28	0	**115**	0	**734**
Hourly Total	83	783	78	3	**947**	3	133	705	222	3	**1063**	1	97	167	134	0	**398**	3	180	142	90	0	**412**	1	**2820**
11:00AM	28	241	32	1	**302**	0	38	196	51	0	**285**	0	17	47	49	0	**113**	0	47	33	24	0	**104**	1	**804**
11:15AM	25	253	11	2	**291**	1	38	242	52	0	**332**	2	34	63	51	0	**148**	0	67	41	41	0	**149**	0	**920**
11:30AM	31	254	21	0	**306**	1	32	215	46	0	**293**	0	36	46	42	1	**125**	1	58	51	38	0	**147**	0	**871**
11:45AM	29	238	25	2	**294**	2	42	256	61	1	**360**	0	37	59	43	0	**139**	0	58	34	35	0	**127**	1	**920**
Hourly Total	113	986	89	5	**1193**	4	150	909	210	1	**1270**	2	124	215	185	1	**525**	1	230	159	138	0	**527**	2	**3515**
12:00PM	26	240	31	2	**299**	1	43	258	58	0	**359**	0	40	61	40	0	**141**	0	65	52	31	0	**148**	0	**947**
12:15PM	35	306	18	0	**359**	1	34	258	53	0	**345**	0	33	51	38	0	**122**	1	63	53	34	0	**150**	0	**976**
12:30PM	32	280	26	1	**339**	0	41	259	63	3	**366**	0	33	59	41	0	**133**	0	63	43	39	0	**145**	1	**983**
12:45PM	32	265	21	1	**319**	2	35	244	57	1	**337**	1	35	56	35	0	**126**	1	76	62	48	0	**186**	0	**968**
Hourly Total	125	1091	96	4	**1316**	4	153	1019	231	4	**1407**	1	141	227	154	0	**522**	2	267	210	152	0	**629**	1	**3874**
1:00PM	25	266	30	2	**323**	1	44	259	42	2	**347**	0	42	45	50	0	**137**	1	59	41	27	0	**127**	0	**934**
1:15PM	29	238	29	0	**296**	0	56	259	65	2	**382**	1	35	43	48	0	**126**	0	49	59	39	0	**147**	0	**951**
1:30PM	39	249	21	1	**310**	0	40	222	63	1	**326**	1	25	47	36	0	**108**	2	91	46	26	0	**163**	0	**907**
1:45PM	20	219	19	1	**259**	0	53	252	59	1	**365**	0	30	48	44	0	**122**	0	60	46	45	0	**151**	0	**897**
Hourly Total	113	972	99	4	**1188**	1	193	992	229	6	**1420**	2	132	183	178	0	**493**	3	259	192	137	0	**588**	0	**3689**
2:00PM	26	225	25	0	**276**	1	41	223	58	1	**323**	0	39	58	52	0	**149**	0	60	54	39	0	**153**	0	**901**
2:15PM	23	236	23	0	**282**	1	43	267	53	2	**365**	0	26	45	37	0	**108**	0	70	51	37	0	**158**	0	**913**
2:30PM	27	248	17	3	**295**	0	46	277	71	3	**397**	1	33	49	38	0	**120**	1	59	58	33	0	**150**	0	**962**
2:45PM	28	258	32	1	**319**	0	38	272	70	4	**384**	1	27	48	49	0	**124**	1	68	47	34	0	**149**	1	**976**
Hourly Total	104	967	97	4	**1172**	2	168	1039	252	10	**1469**	2	125	200	176	0	**501**	2	257	210	143	0	**610**	1	**3752**

Leg	CSAH 42						CSAH 42						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
3:00PM	32	378	28	0	**438**	1	40	272	54	2	**368**	1	40	44	42	1	**127**	0	66	65	41	2	**174**	1	**1107**
3:15PM	17	317	25	1	**360**	0	45	285	66	1	**397**	1	38	43	44	0	**125**	0	84	63	27	1	**175**	2	**1057**
3:30PM	25	327	24	1	**377**	0	60	380	72	2	**514**	0	38	54	33	0	**125**	0	60	59	31	0	**150**	0	**1166**
3:45PM	19	291	20	3	**333**	0	38	333	47	1	**419**	2	56	41	41	0	**138**	1	56	61	34	0	**151**	0	**1041**
Hourly Total	93	1313	97	5	**1508**	1	183	1270	239	6	**1698**	4	172	182	160	1	**515**	1	266	248	133	3	**650**	3	**4371**
4:00PM	31	383	24	0	**438**	1	39	338	40	0	**417**	1	39	41	46	0	**126**	1	50	51	46	0	**147**	2	**1128**
4:15PM	33	345	17	0	**395**	2	42	375	44	0	**461**	1	34	48	38	0	**120**	0	52	51	41	0	**144**	0	**1120**
4:30PM	30	384	25	1	**440**	0	42	350	63	1	**456**	1	41	53	37	0	**131**	0	58	57	40	0	**155**	1	**1182**
4:45PM	26	381	22	0	**429**	1	58	377	50	2	**487**	0	30	60	32	0	**122**	0	39	64	41	0	**144**	0	**1182**
Hourly Total	120	1493	88	1	**1702**	4	181	1440	197	3	**1821**	3	144	202	153	0	**499**	1	199	223	168	0	**590**	3	**4612**
5:00PM	36	397	20	1	**454**	1	47	337	57	0	**441**	1	47	42	48	0	**137**	0	56	77	44	1	**178**	0	**1210**
5:15PM	41	377	23	1	**442**	2	40	368	69	1	**478**	0	35	33	33	0	**101**	2	52	51	35	0	**138**	0	**1159**
5:30PM	27	326	26	1	**380**	1	60	355	64	1	**480**	0	42	47	31	0	**120**	2	68	70	49	0	**187**	1	**1167**
5:45PM	28	286	18	2	**334**	0	42	327	64	1	**434**	1	32	29	40	0	**101**	1	70	47	43	0	**160**	0	**1029**
Hourly Total	132	1386	87	5	**1610**	4	189	1387	254	3	**1833**	2	156	151	152	0	**459**	5	246	245	171	1	**663**	1	**4565**
6:00PM	29	313	18	2	**362**	1	42	250	58	3	**353**	0	33	41	37	0	**111**	0	67	43	42	0	**152**	0	**978**
6:15PM	34	328	20	0	**382**	0	37	307	56	2	**402**	0	20	24	29	0	**73**	0	59	35	35	0	**129**	0	**986**
6:30PM	33	262	16	2	**313**	0	46	247	40	2	**335**	1	26	37	25	0	**88**	1	73	39	39	1	**152**	1	**888**
6:45PM	31	210	29	1	**271**	0	31	225	55	1	**312**	0	35	30	26	0	**91**	0	63	36	49	2	**150**	1	**824**
Hourly Total	127	1113	83	5	**1328**	1	156	1029	209	8	**1402**	1	114	132	117	0	**363**	1	262	153	165	3	**583**	2	**3676**
7:00PM	15	231	21	1	**268**	1	41	251	52	0	**344**	0	25	36	36	0	**97**	0	63	44	28	0	**135**	1	**844**
7:15PM	20	204	16	1	**241**	0	25	236	45	3	**309**	1	27	43	33	0	**103**	0	61	35	33	0	**129**	0	**782**
7:30PM	19	187	18	0	**224**	2	27	209	32	1	**269**	0	27	38	29	0	**94**	2	51	34	19	0	**104**	2	**691**
7:45PM	12	166	19	1	**198**	2	25	180	35	0	**240**	1	24	18	30	0	**72**	1	32	49	26	0	**107**	0	**617**
Hourly Total	66	788	74	3	**931**	5	118	876	164	4	**1162**	2	103	135	128	0	**366**	3	207	162	106	0	**475**	3	**2934**
8:00PM	17	198	10	2	**227**	1	24	192	32	0	**248**	1	20	21	24	0	**65**	2	55	30	31	0	**116**	0	**656**
8:15PM	5	189	12	1	**207**	0	27	180	26	0	**233**	3	21	24	29	0	**74**	0	34	22	33	0	**89**	0	**603**
8:30PM	16	157	12	3	**188**	1	21	208	23	1	**253**	0	19	14	30	0	**63**	1	35	19	27	0	**81**	0	**585**
8:45PM	6	163	7	1	**177**	0	21	174	23	1	**219**	0	17	9	17	0	**43**	0	32	26	17	0	**75**	0	**514**
Hourly Total	44	707	41	7	**799**	2	93	754	104	2	**953**	4	77	68	100	0	**245**	3	156	97	108	0	**361**	0	**2358**
9:00PM	8	149	1	1	**159**	0	21	178	11	0	**210**	1	25	13	22	0	**60**	0	22	10	16	0	**48**	0	**477**
9:15PM	13	112	3	0	**128**	0	15	178	10	1	**204**	0	15	12	21	0	**48**	0	29	18	18	0	**65**	0	**445**
9:30PM	3	116	6	0	**125**	0	5	137	12	1	**155**	0	15	9	24	0	**48**	0	6	13	10	0	**29**	0	**357**
9:45PM	7	89	8	2	**106**	0	7	118	3	0	**128**	1	16	5	13	0	**34**	0	13	3	8	0	**24**	0	**292**
Hourly Total	31	466	18	3	**518**	0	48	611	36	2	**697**	2	71	39	80	0	**190**	0	70	44	52	0	**166**	0	**1571**
10:00PM	2	91	2	0	**95**	2	13	116	1	1	**131**	0	11	5	8	0	**24**	0	11	2	10	0	**23**	14	**273**
10:15PM	1	79	2	1	**83**	1	6	76	5	1	**88**	0	4	2	11	0	**17**	0	4	3	4	0	**11**	0	**199**
10:30PM	3	88	1	0	**92**	0	13	70	2	0	**85**	1	4	5	8	0	**17**	1	7	10	7	0	**24**	0	**218**
10:45PM	0	68	1	0	**69**	0	4	79	0	0	**83**	0	3	1	8	0	**12**	0	4	4	2	0	**10**	0	**174**
Hourly Total	6	326	6	1	**339**	3	36	341	8	2	**387**	1	22	13	35	0	**70**	1	26	19	23	0	**68**	14	**864**
11:00PM	1	67	6	0	**74**	1	5	67	0	0	**72**	0	2	4	10	0	**16**	0	5	1	0	0	**6**	0	**168**
11:15PM	2	59	3	0	**64**	1	8	57	2	0	**67**	0	3	3	5	0	**11**	0	1	1	5	0	**7**	1	**149**
11:30PM	0	46	1	0	**47**	0	7	65	0	0	**72**	0	3	0	2	0	**5**	0	2	1	2	0	**5**	0	**129**
11:45PM	0	36	0	0	**36**	0	8	53	0	0	**61**	0	6	1	5	0	**12**	0	1	0	0	0	**1**	0	**110**
Hourly Total	3	208	10	0	**221**	2	28	242	2	0	**272**	0	14	8	22	0	**44**	0	9	3	7	0	**19**	1	**556**
Total	1358	17381	1164	59	**19962**	46	2133	16605	2656	59	**21453**	32	1658	2218	2164	2	**6042**	30	2933	2314	1745	7	**6999**	36	**54456**
% Approach	6.8%	87.1%	5.8%	0.3%	**-**	-	9.9%	77.4%	12.4%	0.3%	**-**	-	27.4%	36.7%	35.8%	0%	**-**	-	41.9%	33.1%	24.9%	0.1%	**-**	-	-
% Total	2.5%	31.9%	2.1%	0.1%	**36.7%**	-	3.9%	30.5%	4.9%	0.1%	**39.4%**	-	3.0%	4.1%	4.0%	0%	**11.1%**	-	5.4%	4.2%	3.2%	0%	**12.9%**	-	-
Lights	1345	16948	1157	59	**19509**	-	2075	16147	2625	59	**20906**	-	1647	2185	2110	2	**5944**	-	2899	2281	1728	7	**6915**	-	53274
% Lights	99.0%	97.5%	99.4%	100%	**97.7%**	-	97.3%	97.2%	98.8%	100%	**97.5%**	-	99.3%	98.5%	97.5%	100%	**98.4%**	-	98.8%	98.6%	99.0%	100%	**98.8%**	-	97.8%
Articulated Trucks	1	116	1	0	**118**	-	1	150	16	0	**167**	-	0	3	4	0	**7**	-	17	2	7	0	**26**	-	318
% Articulated Trucks	0.1%	0.7%	0.1%	0%	**0.6%**	-	0%	0.9%	0.6%	0%	**0.8%**	-	0%	0.1%	0.2%	0%	**0.1%**	-	0.6%	0.1%	0.4%	0%	**0.4%**	-	0.6%
Buses and Single-Unit Trucks	12	317	6	0	**335**	-	57	308	15	0	**380**	-	11	30	50	0	**91**	-	17	31	10	0	**58**	-	864
% Buses and Single-Unit Trucks	0.9%	1.8%	0.5%	0%	**1.7%**	-	2.7%	1.9%	0.6%	0%	**1.8%**	-	0.7%	1.4%	2.3%	0%	**1.5%**	-	0.6%	1.3%	0.6%	0%	**0.8%**	-	1.6%
Pedestrians	-	-	-	-	-	42	-	-	-	-	-	28	-	-	-	-	-	23	-	-	-	-	-	32	
% Pedestrians	-	-	-	-	-	91.3%	-	-	-	-	-	87.5%	-	-	-	-	-	76.7%	-	-	-	-	-	88.9%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	8.7%	-	-	-	-	-	12.5%	-	-	-	-	-	23.3%	-	-	-	-	-	11.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Burnhaven Drive - TMC
Tue Jun 18, 2019
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666802, Location: 44.74651, -93.293689

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 10:00AM	18	185	21	2	**226**	2	38	166	52	0	**256**	0	22	35	33	0	**90**	0	31	39	20	0	**90**	1	**662**
10:15AM	22	205	22	0	**249**	1	30	161	59	2	**252**	0	21	44	26	0	**91**	2	33	28	22	0	**83**	0	**675**
10:30AM	15	216	20	1	**252**	0	26	193	46	1	**266**	1	28	46	33	0	**107**	1	63	41	20	0	**124**	0	**749**
10:45AM	28	177	15	0	**220**	0	39	185	65	0	**289**	0	26	42	42	0	**110**	0	53	34	28	0	**115**	0	**734**
Total	83	783	78	3	**947**	3	133	705	222	3	**1063**	1	97	167	134	0	**398**	3	180	142	90	0	**412**	1	**2820**
% Approach	8.8%	82.7%	8.2%	0.3%	**-**	-	12.5%	66.3%	20.9%	0.3%	**-**	-	24.4%	42.0%	33.7%	0%	**-**	-	43.7%	34.5%	21.8%	0%	**-**	-	-
% Total	2.9%	27.8%	2.8%	0.1%	**33.6%**	-	4.7%	25.0%	7.9%	0.1%	**37.7%**	-	3.4%	5.9%	4.8%	0%	**14.1%**	-	6.4%	5.0%	3.2%	0%	**14.6%**	-	-
PHF	0.741	0.906	0.886	0.375	**0.939**	-	0.853	0.913	0.854	0.375	**0.920**	-	0.866	0.908	0.798	-	**0.905**	-	0.714	0.866	0.804	-	**0.831**	-	0.941
Lights	81	751	77	3	**912**	-	128	673	222	3	**1026**	-	97	164	131	0	**392**	-	179	141	87	0	**407**	-	2737
% Lights	97.6%	95.9%	98.7%	100%	**96.3%**	-	96.2%	95.5%	100%	100%	**96.5%**	-	100%	98.2%	97.8%	0%	**98.5%**	-	99.4%	99.3%	96.7%	0%	**98.8%**	-	97.1%
Articulated Trucks	0	9	1	0	**10**	-	0	12	0	0	**12**	-	0	1	0	0	**1**	-	1	0	3	0	**4**	-	27
% Articulated Trucks	0%	1.1%	1.3%	0%	**1.1%**	-	0%	1.7%	0%	0%	**1.1%**	-	0%	0.6%	0%	0%	**0.3%**	-	0.6%	0%	3.3%	0%	**1.0%**	-	1.0%
Buses and Single-Unit Trucks	2	23	0	0	**25**	-	5	20	0	0	**25**	-	0	2	3	0	**5**	-	0	1	0	0	**1**	-	56
% Buses and Single-Unit Trucks	2.4%	2.9%	0%	0%	**2.6%**	-	3.8%	2.8%	0%	0%	**2.4%**	-	0%	1.2%	2.2%	0%	**1.3%**	-	0%	0.7%	0%	0%	**0.2%**	-	2.0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Burnhaven Drive - TMC
Tue Jun 18, 2019
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666802, Location: 44.74651, -93.293689

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 12:00PM	26	240	31	2	**299**	1	43	258	58	0	**359**	0	40	61	40	0	**141**	0	65	52	31	0	**148**	0	**947**
12:15PM	35	306	18	0	**359**	1	34	258	53	0	**345**	0	33	51	38	0	**122**	1	63	53	34	0	**150**	0	**976**
12:30PM	32	280	26	1	**339**	0	41	259	63	3	**366**	0	33	59	41	0	**133**	0	63	43	39	0	**145**	1	**983**
12:45PM	32	265	21	1	**319**	2	35	244	57	1	**337**	1	35	56	35	0	**126**	1	76	62	48	0	**186**	0	**968**
Total	125	1091	96	4	**1316**	4	153	1019	231	4	**1407**	1	141	227	154	0	**522**	2	267	210	152	0	**629**	1	**3874**
% Approach	9.5%	82.9%	7.3%	0.3%	**-**	-	10.9%	72.4%	16.4%	0.3%	**-**	-	27.0%	43.5%	29.5%	0%	**-**	-	42.4%	33.4%	24.2%	0%	**-**	-	-
% Total	3.2%	28.2%	2.5%	0.1%	**34.0%**	-	3.9%	26.3%	6.0%	0.1%	**36.3%**	-	3.6%	5.9%	4.0%	0%	**13.5%**	-	6.9%	5.4%	3.9%	0%	**16.2%**	-	-
PHF	0.893	0.891	0.774	0.500	**0.916**	-	0.890	0.984	0.917	0.333	**0.961**	-	0.881	0.930	0.939	-	**0.926**	-	0.878	0.847	0.792	-	**0.845**	-	0.985
Lights	124	1044	95	4	**1267**	-	149	993	230	4	**1376**	-	140	223	149	0	**512**	-	265	207	152	0	**624**	-	3779
% Lights	99.2%	95.7%	99.0%	100%	**96.3%**	-	97.4%	97.4%	99.6%	100%	**97.8%**	-	99.3%	98.2%	96.8%	0%	**98.1%**	-	99.3%	98.6%	100%	0%	**99.2%**	-	97.5%
Articulated Trucks	0	18	0	0	**18**	-	1	12	0	0	**13**	-	0	0	1	0	**1**	-	2	1	0	0	**3**	-	35
% Articulated Trucks	0%	1.6%	0%	0%	**1.4%**	-	0.7%	1.2%	0%	0%	**0.9%**	-	0%	0%	0.6%	0%	**0.2%**	-	0.7%	0.5%	0%	0%	**0.5%**	-	0.9%
Buses and Single-Unit Trucks	1	29	1	0	**31**	-	3	14	1	0	**18**	-	1	4	4	0	**9**	-	0	2	0	0	**2**	-	60
% Buses and Single-Unit Trucks	0.8%	2.7%	1.0%	0%	**2.4%**	-	2.0%	1.4%	0.4%	0%	**1.3%**	-	0.7%	1.8%	2.6%	0%	**1.7%**	-	0%	1.0%	0%	0%	**0.3%**	-	1.5%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Burnhaven Drive - TMC
Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666802, Location: 44.74651, -93.293689

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 4:30PM	30	384	25	1	**440**	0	42	350	63	1	**456**	1	41	53	37	0	**131**	0	58	57	40	0	**155**	1	**1182**
4:45PM	26	381	22	0	**429**	1	58	377	50	2	**487**	0	30	60	32	0	**122**	0	39	64	41	0	**144**	0	**1182**
5:00PM	36	397	20	1	**454**	1	47	337	57	0	**441**	1	47	42	48	0	**137**	0	56	77	44	1	**178**	0	**1210**
5:15PM	41	377	23	1	**442**	2	40	368	69	1	**478**	0	35	33	33	0	**101**	2	52	51	35	0	**138**	0	**1159**
Total	133	1539	90	3	**1765**	4	187	1432	239	4	**1862**	2	153	188	150	0	**491**	2	205	249	160	1	**615**	1	**4733**
% Approach	7.5%	87.2%	5.1%	0.2%	**-**	-	10.0%	76.9%	12.8%	0.2%	**-**	-	31.2%	38.3%	30.5%	0%	**-**	-	33.3%	40.5%	26.0%	0.2%	**-**	-	-
% Total	2.8%	32.5%	1.9%	0.1%	**37.3%**	-	4.0%	30.3%	5.0%	0.1%	**39.3%**	-	3.2%	4.0%	3.2%	0%	**10.4%**	-	4.3%	5.3%	3.4%	0%	**13.0%**	-	-
PHF	0.811	0.969	0.900	0.750	**0.972**	-	0.806	0.950	0.866	0.500	**0.956**	-	0.814	0.783	0.781	-	**0.896**	-	0.884	0.808	0.909	0.250	**0.864**	-	0.978
Lights	133	1518	90	3	**1744**	-	184	1411	239	4	**1838**	-	152	186	146	0	**484**	-	203	248	160	1	**612**	-	4678
% Lights	100%	98.6%	100%	100%	**98.8%**	-	98.4%	98.5%	100%	100%	**98.7%**	-	99.3%	98.9%	97.3%	0%	**98.6%**	-	99.0%	99.6%	100%	100%	**99.5%**	-	98.8%
Articulated Trucks	0	8	0	0	**8**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	11
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	0	13	0	0	**13**	-	3	19	0	0	**22**	-	1	2	4	0	**7**	-	1	1	0	0	**2**	-	44
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.7%**	-	1.6%	1.3%	0%	0%	**1.2%**	-	0.7%	1.1%	2.7%	0%	**1.4%**	-	0.5%	0.4%	0%	0%	**0.3%**	-	0.9%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & CSAH 5 - TMC
Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666797, Location: 44.746475, -93.303107

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 7:00AM	28	242	26	0	**296**	0	13	143	14	0	**170**	1	47	100	12	0	**159**	0	31	27	27	0	**85**	0	**710**
7:15AM	42	301	27	0	**370**	0	12	211	25	0	**248**	0	69	108	15	0	**192**	0	25	27	41	0	**93**	0	**903**
7:30AM	52	304	25	0	**381**	0	18	244	21	0	**283**	1	84	129	11	0	**224**	1	27	26	46	0	**99**	0	**987**
7:45AM	41	265	30	0	**336**	1	16	298	27	0	**341**	1	94	100	17	0	**211**	0	21	29	52	0	**102**	1	**990**
Hourly Total	163	1112	108	0	**1383**	1	59	896	87	0	**1042**	3	294	437	55	0	**786**	1	104	109	166	0	**379**	1	**3590**
4:30PM	68	394	80	0	**542**	0	38	341	49	0	**428**	1	49	73	35	0	**157**	2	55	89	65	0	**209**	2	**1336**
4:45PM	85	307	77	0	**469**	0	33	335	56	3	**427**	0	64	68	45	0	**177**	0	55	107	79	0	**241**	1	**1314**
Hourly Total	153	701	157	0	**1011**	0	71	676	105	3	**855**	1	113	141	80	0	**334**	2	110	196	144	0	**450**	3	**2650**
5:00PM	76	339	79	1	**495**	0	50	292	38	0	**380**	1	68	89	43	0	**200**	0	59	128	78	1	**266**	1	**1341**
5:15PM	62	336	88	0	**486**	1	32	307	61	1	**401**	2	54	95	37	0	**186**	0	60	101	74	0	**235**	0	**1308**
Hourly Total	138	675	167	1	**981**	1	82	599	99	1	**781**	3	122	184	80	0	**386**	0	119	229	152	1	**501**	1	**2649**
Total	454	2488	432	1	**3375**	2	212	2171	291	4	**2678**	7	529	762	215	0	**1506**	3	333	534	462	1	**1330**	5	**8889**
% Approach	13.5%	73.7%	12.8%	0%	**-**	-	7.9%	81.1%	10.9%	0.1%	**-**	-	35.1%	50.6%	14.3%	0%	**-**	-	25.0%	40.2%	34.7%	0.1%	**-**	-	-
% Total	5.1%	28.0%	4.9%	0%	**38.0%**	-	2.4%	24.4%	3.3%	0%	**30.1%**	-	6.0%	8.6%	2.4%	0%	**16.9%**	-	3.7%	6.0%	5.2%	0%	**15.0%**	-	-
Lights	441	2431	413	1	**3286**	-	202	2129	289	4	**2624**	-	511	742	211	0	**1464**	-	329	503	455	1	**1288**	-	8662
% Lights	97.1%	97.7%	95.6%	100%	**97.4%**	-	95.3%	98.1%	99.3%	100%	**98.0%**	-	96.6%	97.4%	98.1%	0%	**97.2%**	-	98.8%	94.2%	98.5%	100%	**96.8%**	-	97.4%
Articulated Trucks	3	12	0	0	**15**	-	1	15	0	0	**16**	-	2	3	3	0	**8**	-	0	1	1	0	**2**	-	41
% Articulated Trucks	0.7%	0.5%	0%	0%	**0.4%**	-	0.5%	0.7%	0%	0%	**0.6%**	-	0.4%	0.4%	1.4%	0%	**0.5%**	-	0%	0.2%	0.2%	0%	**0.2%**	-	0.5%
Buses and Single-Unit Trucks	10	45	19	0	**74**	-	9	27	2	0	**38**	-	16	17	1	0	**34**	-	4	30	6	0	**40**	-	186
% Buses and Single-Unit Trucks	2.2%	1.8%	4.4%	0%	**2.2%**	-	4.2%	1.2%	0.7%	0%	**1.4%**	-	3.0%	2.2%	0.5%	0%	**2.3%**	-	1.2%	5.6%	1.3%	0%	**3.0%**	-	2.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & CSAH 5 - TMC
Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666797, Location: 44.746475, -93.303107

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 7:00AM	28	242	26	0	**296**	0	13	143	14	0	**170**	1	47	100	12	0	**159**	0	31	27	27	0	**85**	0	**710**
7:15AM	42	301	27	0	**370**	0	12	211	25	0	**248**	0	69	108	15	0	**192**	0	25	27	41	0	**93**	0	**903**
7:30AM	52	304	25	0	**381**	0	18	244	21	0	**283**	1	84	129	11	0	**224**	1	27	26	46	0	**99**	0	**987**
7:45AM	41	265	30	0	**336**	1	16	298	27	0	**341**	1	94	100	17	0	**211**	0	21	29	52	0	**102**	1	**990**
Total	163	1112	108	0	**1383**	1	59	896	87	0	**1042**	3	294	437	55	0	**786**	1	104	109	166	0	**379**	1	**3590**
% Approach	11.8%	80.4%	7.8%	0%	-	-	5.7%	86.0%	8.3%	0%	-	-	37.4%	55.6%	7.0%	0%	-	-	27.4%	28.8%	43.8%	0%	-	-	-
% Total	4.5%	31.0%	3.0%	0%	**38.5%**	-	1.6%	25.0%	2.4%	0%	**29.0%**	-	8.2%	12.2%	1.5%	0%	**21.9%**	-	2.9%	3.0%	4.6%	0%	**10.6%**	-	-
PHF	0.784	0.914	0.900	-	**0.907**	-	0.819	0.752	0.806	-	**0.764**	-	0.782	0.847	0.809	-	**0.877**	-	0.839	0.940	0.798	-	**0.929**	-	0.907
Lights	152	1075	99	0	**1326**	-	56	862	86	0	**1004**	-	279	421	51	0	**751**	-	102	101	160	0	**363**	-	3444
% Lights	93.3%	96.7%	91.7%	0%	**95.9%**	-	94.9%	96.2%	98.9%	0%	**96.4%**	-	94.9%	96.3%	92.7%	0%	**95.5%**	-	98.1%	92.7%	96.4%	0%	**95.8%**	-	95.9%
Articulated Trucks	3	7	0	0	**10**	-	0	15	0	0	**15**	-	1	3	3	0	**7**	-	0	0	1	0	**1**	-	33
% Articulated Trucks	1.8%	0.6%	0%	0%	**0.7%**	-	0%	1.7%	0%	0%	**1.4%**	-	0.3%	0.7%	5.5%	0%	**0.9%**	-	0%	0%	0.6%	0%	**0.3%**	-	0.9%
Buses and Single-Unit Trucks	8	30	9	0	**47**	-	3	19	1	0	**23**	-	14	13	1	0	**28**	-	2	8	5	0	**15**	-	113
% Buses and Single-Unit Trucks	4.9%	2.7%	8.3%	0%	**3.4%**	-	5.1%	2.1%	1.1%	0%	**2.2%**	-	4.8%	3.0%	1.8%	0%	**3.6%**	-	1.9%	7.3%	3.0%	0%	**4.0%**	-	3.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & CSAH 5 - TMC
Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666797, Location: 44.746475, -93.303107

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 4:30PM	68	394	80	0	**542**	0	38	341	49	0	**428**	1	49	73	35	0	**157**	2	55	89	65	0	**209**	2	**1336**
4:45PM	85	307	77	0	**469**	0	33	335	56	3	**427**	0	64	68	45	0	**177**	0	55	107	79	0	**241**	1	**1314**
5:00PM	76	339	79	1	**495**	0	50	292	38	0	**380**	1	68	89	43	0	**200**	0	59	128	78	1	**266**	1	**1341**
5:15PM	62	336	88	0	**486**	1	32	307	61	1	**401**	2	54	95	37	0	**186**	0	60	101	74	0	**235**	0	**1308**
Total	291	1376	324	1	**1992**	1	153	1275	204	4	**1636**	4	235	325	160	0	**720**	2	229	425	296	1	**951**	4	**5299**
% Approach	14.6%	69.1%	16.3%	0.1%	**-**	-	9.4%	77.9%	12.5%	0.2%	**-**	-	32.6%	45.1%	22.2%	0%	**-**	-	24.1%	44.7%	31.1%	0.1%	**-**	-	-
% Total	5.5%	26.0%	6.1%	0%	**37.6%**	-	2.9%	24.1%	3.8%	0.1%	**30.9%**	-	4.4%	6.1%	3.0%	0%	**13.6%**	-	4.3%	8.0%	5.6%	0%	**17.9%**	-	-
PHF	0.856	0.873	0.920	0.250	**0.919**	-	0.765	0.935	0.836	0.333	**0.956**	-	0.864	0.855	0.889	-	**0.900**	-	0.954	0.830	0.937	0.250	**0.894**	-	0.988
Lights	289	1356	314	1	**1960**	-	146	1267	203	4	**1620**	-	232	321	160	0	**713**	-	227	402	295	1	**925**	-	5218
% Lights	99.3%	98.5%	96.9%	100%	**98.4%**	-	95.4%	99.4%	99.5%	100%	**99.0%**	-	98.7%	98.8%	100%	0%	**99.0%**	-	99.1%	94.6%	99.7%	100%	**97.3%**	-	98.5%
Articulated Trucks	0	5	0	0	**5**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	8
% Articulated Trucks	0%	0.4%	0%	0%	**0.3%**	-	0.7%	0%	0%	0%	**0.1%**	-	0.4%	0%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.2%
Buses and Single-Unit Trucks	2	15	10	0	**27**	-	6	8	1	0	**15**	-	2	4	0	0	**6**	-	2	22	1	0	**25**	-	73
% Buses and Single-Unit Trucks	0.7%	1.1%	3.1%	0%	**1.4%**	-	3.9%	0.6%	0.5%	0%	**0.9%**	-	0.9%	1.2%	0%	0%	**0.8%**	-	0.9%	5.2%	0.3%	0%	**2.6%**	-	1.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35E Northbound ramps - TMC
Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666804, Location: 44.742952, -93.276371

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42					CSAH 42					I 35E Northbound					I 35E Northbound		
Direction	Eastbound					Westbound					Northbound					Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
2019-06-18 7:00AM	206	110	0	**316**	0	182	56	0	**238**	0	39	0	12	**51**	0	**0**	0	**605**
7:15AM	192	156	0	**348**	0	204	47	0	**251**	0	48	0	14	**62**	0	**0**	0	**661**
7:30AM	255	181	0	**436**	0	217	43	0	**260**	0	76	0	25	**101**	0	**0**	0	**797**
7:45AM	230	169	0	**399**	0	212	46	0	**258**	0	79	0	28	**107**	0	**0**	0	**764**
Hourly Total	883	616	0	**1499**	0	815	192	0	**1007**	0	242	0	79	**321**	0	**0**	0	**2827**
4:30PM	221	391	0	**612**	0	264	55	0	**319**	0	63	0	37	**100**	0	**0**	0	**1031**
4:45PM	223	393	0	**616**	0	245	33	0	**278**	0	70	0	35	**105**	0	**0**	2	**999**
Hourly Total	444	784	0	**1228**	0	509	88	0	**597**	0	133	0	72	**205**	0	**0**	2	**2030**
5:00PM	228	400	0	**628**	0	265	37	0	**302**	0	48	0	27	**75**	0	**0**	0	**1005**
5:15PM	223	388	1	**612**	0	240	44	0	**284**	0	51	0	27	**78**	2	**0**	0	**974**
Hourly Total	451	788	1	**1240**	0	505	81	0	**586**	0	99	0	54	**153**	2	**0**	0	**1979**
Total	1778	2188	1	**3967**	0	1829	361	0	**2190**	0	474	0	205	**679**	2	**0**	2	**6836**
% Approach	44.8%	55.2%	0%	**-**	-	83.5%	16.5%	0%	**-**	-	69.8%	0%	30.2%	**-**	-	**-**	-	**-**
% Total	26.0%	32.0%	0%	**58.0%**	-	26.8%	5.3%	0%	**32.0%**	-	6.9%	0%	3.0%	**9.9%**	-	**0%**	-	**-**
Lights	1729	2126	0	**3855**	-	1781	359	0	**2140**	-	463	0	203	**666**	-	**0**	-	6661
% Lights	97.2%	97.2%	0%	**97.2%**	-	97.4%	99.4%	0%	**97.7%**	-	97.7%	0%	99.0%	**98.1%**	-	**-**	-	97.4%
Articulated Trucks	16	10	0	**26**	-	15	1	0	**16**	-	5	0	0	**5**	-	**0**	-	47
% Articulated Trucks	0.9%	0.5%	0%	**0.7%**	-	0.8%	0.3%	0%	**0.7%**	-	1.1%	0%	0%	**0.7%**	-	**-**	-	0.7%
Buses and Single-Unit Trucks	33	52	1	**86**	-	33	1	0	**34**	-	6	0	2	**8**	-	**0**	-	128
% Buses and Single-Unit Trucks	1.9%	2.4%	100%	**2.2%**	-	1.8%	0.3%	0%	**1.6%**	-	1.3%	0%	1.0%	**1.2%**	-	**-**	-	1.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35E Northbound ramps - TMC
Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666804, Location: 44.742952, -93.276371

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42					CSAH 42					I 35E Northbound					I 35E Northbound		
Direction	Eastbound					Westbound					Northbound					Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
2019-06-18 7:00AM	206	110	0	**316**	0	182	56	0	**238**	0	39	0	12	**51**	0	**0**	0	**605**
7:15AM	192	156	0	**348**	0	204	47	0	**251**	0	48	0	14	**62**	0	**0**	0	**661**
7:30AM	255	181	0	**436**	0	217	43	0	**260**	0	76	0	25	**101**	0	**0**	0	**797**
7:45AM	230	169	0	**399**	0	212	46	0	**258**	0	79	0	28	**107**	0	**0**	0	**764**
Total	883	616	0	**1499**	0	815	192	0	**1007**	0	242	0	79	**321**	0	**0**	0	**2827**
% Approach	58.9%	41.1%	0%	**-**	-	80.9%	19.1%	0%	**-**	-	75.4%	0%	24.6%	**-**	-	**-**	-	-
% Total	31.2%	21.8%	0%	**53.0%**	-	28.8%	6.8%	0%	**35.6%**	-	8.6%	0%	2.8%	**11.4%**	-	**0%**	-	-
PHF	0.866	0.851	-	**0.860**	-	0.939	0.857	-	**0.968**	-	0.766	-	0.705	**0.750**	-	**-**	-	0.887
Lights	853	568	0	**1421**	-	788	191	0	**979**	-	234	0	78	**312**	-	**0**	-	2712
% Lights	96.6%	92.2%	0%	**94.8%**	-	96.7%	99.5%	0%	**97.2%**	-	96.7%	0%	98.7%	**97.2%**	-	**-**	-	95.9%
Articulated Trucks	11	8	0	**19**	-	11	1	0	**12**	-	4	0	0	**4**	-	**0**	-	35
% Articulated Trucks	1.2%	1.3%	0%	**1.3%**	-	1.3%	0.5%	0%	**1.2%**	-	1.7%	0%	0%	**1.2%**	-	**-**	-	1.2%
Buses and Single-Unit Trucks	19	40	0	**59**	-	16	0	0	**16**	-	4	0	1	**5**	-	**0**	-	80
% Buses and Single-Unit Trucks	2.2%	6.5%	0%	**3.9%**	-	2.0%	0%	0%	**1.6%**	-	1.7%	0%	1.3%	**1.6%**	-	**-**	-	2.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35E Northbound ramps - TMC
Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666804, Location: 44.742952, -93.276371

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42					CSAH 42					I 35E Northbound					I 35E Northbound		
Direction	Eastbound					Westbound					Northbound					Southbound		
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	**App**	Ped*	**Int**
2019-06-18 4:30PM	221	391	0	**612**	0	264	55	0	**319**	0	63	0	37	**100**	0	**0**	0	**1031**
4:45PM	223	393	0	**616**	0	245	33	0	**278**	0	70	0	35	**105**	0	**0**	2	**999**
5:00PM	228	400	0	**628**	0	265	37	0	**302**	0	48	0	27	**75**	0	**0**	0	**1005**
5:15PM	223	388	1	**612**	0	240	44	0	**284**	0	51	0	27	**78**	2	**0**	0	**974**
Total	895	1572	1	**2468**	0	1014	169	0	**1183**	0	232	0	126	**358**	2	**0**	2	**4009**
% Approach	36.3%	63.7%	0%	**-**	-	85.7%	14.3%	0%	**-**	-	64.8%	0%	35.2%	**-**	-	**-**	-	-
% Total	22.3%	39.2%	0%	**61.6%**	-	25.3%	4.2%	0%	**29.5%**	-	5.8%	0%	3.1%	**8.9%**	-	**0%**	-	-
PHF	0.981	0.983	0.250	**0.982**	-	0.957	0.768	-	**0.927**	-	0.829	-	0.851	**0.852**	-	**-**	-	0.972
Lights	876	1558	0	**2434**	-	993	168	0	**1161**	-	229	0	125	**354**	-	**0**	-	3949
% Lights	97.9%	99.1%	0%	**98.6%**	-	97.9%	99.4%	0%	**98.1%**	-	98.7%	0%	99.2%	**98.9%**	-	**-**	-	98.5%
Articulated Trucks	5	2	0	**7**	-	4	0	0	**4**	-	1	0	0	**1**	-	**0**	-	12
% Articulated Trucks	0.6%	0.1%	0%	**0.3%**	-	0.4%	0%	0%	**0.3%**	-	0.4%	0%	0%	**0.3%**	-	**-**	-	0.3%
Buses and Single-Unit Trucks	14	12	1	**27**	-	17	1	0	**18**	-	2	0	1	**3**	-	**0**	-	48
% Buses and Single-Unit Trucks	1.6%	0.8%	100%	**1.1%**	-	1.7%	0.6%	0%	**1.5%**	-	0.9%	0%	0.8%	**0.8%**	-	**-**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35E southbound - TMC

Tue Jun 18, 2019

Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 666801, Location: 44.743762, -93.278371

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						I 35E Southbound						I 35E Southbound						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 7:00AM	0	283	28	0	**311**	0	4	194	0	2	**200**	0	0	0	0	0	**0**	1	11	0	109	0	**120**	0	**631**
7:15AM	0	373	17	0	**390**	0	9	263	0	0	**272**	0	0	0	0	0	**0**	0	22	0	167	0	**189**	0	**851**
7:30AM	0	426	29	0	**455**	0	8	280	0	0	**288**	0	0	0	0	0	**0**	0	16	0	209	0	**225**	0	**968**
7:45AM	0	385	21	0	**406**	0	7	282	0	0	**289**	0	0	0	0	0	**0**	0	18	0	225	0	**243**	0	**938**
Hourly Total	0	1467	95	0	**1562**	0	28	1019	0	2	**1049**	0	0	0	0	0	**0**	1	67	0	710	0	**777**	0	**3388**
4:30PM	0	609	102	0	**711**	0	27	276	0	0	**303**	0	0	0	0	0	**0**	0	42	0	278	0	**320**	0	**1334**
4:45PM	0	592	70	0	**662**	0	12	333	0	0	**345**	0	0	0	0	0	**0**	0	40	0	253	0	**293**	0	**1300**
Hourly Total	0	1201	172	0	**1373**	0	39	609	0	0	**648**	0	0	0	0	0	**0**	0	82	0	531	0	**613**	0	**2634**
5:00PM	0	592	109	0	**701**	0	28	307	0	0	**335**	0	0	0	0	0	**0**	0	54	0	234	0	**288**	0	**1324**
5:15PM	0	560	80	0	**640**	0	22	260	0	0	**282**	0	0	0	0	0	**0**	1	50	0	256	0	**306**	0	**1228**
Hourly Total	0	1152	189	0	**1341**	0	50	567	0	0	**617**	0	0	0	0	0	**0**	1	104	0	490	0	**594**	0	**2552**
Total	0	3820	456	0	**4276**	0	117	2195	0	2	**2314**	0	0	0	0	0	**0**	2	253	0	1731	0	**1984**	0	**8574**
% Approach	0%	89.3%	10.7%	0%	**-**	-	5.1%	94.9%	0%	0.1%	**-**	-	0%	0%	0%	0%	**-**	-	12.8%	0%	87.2%	0%	**-**	-	-
% Total	0%	44.6%	5.3%	0%	**49.9%**	-	1.4%	25.6%	0%	0%	**27.0%**	-	0%	0%	0%	0%	**0%**	-	3.0%	0%	20.2%	0%	**23.1%**	-	-
Lights	0	3714	450	0	**4164**	-	114	2141	0	2	**2257**	-	0	0	0	0	**0**	-	249	0	1705	0	**1954**	-	8375
% Lights	0%	97.2%	98.7%	0%	**97.4%**	-	97.4%	97.5%	0%	100%	**97.5%**	-	0%	0%	0%	0%	**-**	-	98.4%	0%	98.5%	0%	**98.5%**	-	97.7%
Articulated Trucks	0	25	4	0	**29**	-	2	18	0	0	**20**	-	0	0	0	0	**0**	-	1	0	12	0	**13**	-	62
% Articulated Trucks	0%	0.7%	0.9%	0%	**0.7%**	-	1.7%	0.8%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**-**	-	0.4%	0%	0.7%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	0	81	2	0	**83**	-	1	36	0	0	**37**	-	0	0	0	0	**0**	-	3	0	14	0	**17**	-	137
% Buses and Single-Unit Trucks	0%	2.1%	0.4%	0%	**1.9%**	-	0.9%	1.6%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**-**	-	1.2%	0%	0.8%	0%	**0.9%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-50.0%		-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-50.0%		-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35E southbound - TMC
Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666801, Location: 44.743762, -93.278371

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						I 35E Southbound Northbound						I 35E Southbound Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 7:00AM	0	283	28	0	**311**	0	4	194	0	2	**200**	0	0	0	0	0	**0**	1	11	0	109	0	**120**	0	**631**
7:15AM	0	373	17	0	**390**	0	9	263	0	0	**272**	0	0	0	0	0	**0**	0	22	0	167	0	**189**	0	**851**
7:30AM	0	426	29	0	**455**	0	8	280	0	0	**288**	0	0	0	0	0	**0**	0	16	0	209	0	**225**	0	**968**
7:45AM	0	385	21	0	**406**	0	7	282	0	0	**289**	0	0	0	0	0	**0**	0	18	0	225	0	**243**	0	**938**
Total	0	1467	95	0	**1562**	0	28	1019	0	2	**1049**	0	0	0	0	0	**0**	1	67	0	710	0	**777**	0	**3388**
% Approach	0%	93.9%	6.1%	0%	**-**	-	2.7%	97.1%	0%	0.2%	**-**	-	0%	0%	0%	0%	**-**	-	8.6%	0%	91.4%	0%	**-**	-	-
% Total	0%	43.3%	2.8%	0%	**46.1%**	-	0.8%	30.1%	0%	0.1%	**31.0%**	-	0%	0%	0%	0%	**0%**	-	2.0%	0%	21.0%	0%	**22.9%**	-	-
PHF	-	0.861	0.819	-	**0.858**	-	0.778	0.903	-	0.250	**0.907**	-	-	-	-	-	**-**	-	0.761	-	0.789	-	**0.799**	-	0.875
Lights	0	1394	92	0	**1486**	-	27	988	0	2	**1017**	-	0	0	0	0	**0**	-	63	0	694	0	**757**	-	3260
% Lights	0%	95.0%	96.8%	0%	**95.1%**	-	96.4%	97.0%	0%	100%	**96.9%**	-	0%	0%	0%	0%	**-**	-	94.0%	0%	97.7%	0%	**97.4%**	-	96.2%
Articulated Trucks	0	17	1	0	**18**	-	1	13	0	0	**14**	-	0	0	0	0	**0**	-	1	0	9	0	**10**	-	42
% Articulated Trucks	0%	1.2%	1.1%	0%	**1.2%**	-	3.6%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**-**	-	1.5%	0%	1.3%	0%	**1.3%**	-	1.2%
Buses and Single-Unit Trucks	0	56	2	0	**58**	-	0	18	0	0	**18**	-	0	0	0	0	**0**	-	3	0	7	0	**10**	-	86
% Buses and Single-Unit Trucks	0%	3.8%	2.1%	0%	**3.7%**	-	0%	1.8%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**-**	-	4.5%	0%	1.0%	0%	**1.3%**	-	2.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35E southbound - TMC

Tue Jun 18, 2019

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 666801, Location: 44.743762, -93.278371

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						I 35E Southbound Northbound						I 35E Southbound Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 4:30PM	0	609	102	0	**711**	0	27	276	0	0	**303**	0	0	0	0	0	**0**	0	42	0	278	0	**320**	0	**1334**
4:45PM	0	592	70	0	**662**	0	12	333	0	0	**345**	0	0	0	0	0	**0**	0	40	0	253	0	**293**	0	**1300**
5:00PM	0	592	109	0	**701**	0	28	307	0	0	**335**	0	0	0	0	0	**0**	0	54	0	234	0	**288**	0	**1324**
5:15PM	0	560	80	0	**640**	0	22	260	0	0	**282**	0	0	0	0	0	**0**	1	50	0	256	0	**306**	0	**1228**
Total	0	2353	361	0	**2714**	0	89	1176	0	0	**1265**	0	0	0	0	0	**0**	1	186	0	1021	0	**1207**	0	**5186**
% Approach	0%	86.7%	13.3%	0%	**-**	-	7.0%	93.0%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	15.4%	0%	84.6%	0%	**-**	-	-
% Total	0%	45.4%	7.0%	0%	**52.3%**	-	1.7%	22.7%	0%	0%	**24.4%**	-	0%	0%	0%	0%	**0%**	-	3.6%	0%	19.7%	0%	**23.3%**	-	-
PHF	-	0.966	0.828	-	**0.954**	-	0.795	0.883	-	-	**0.917**	-	-	-	-	-	**-**	-	0.861	-	0.918	-	**0.943**	-	0.972
Lights	0	2320	358	0	**2678**	-	87	1153	0	0	**1240**	-	0	0	0	0	**0**	-	186	0	1011	0	**1197**	-	5115
% Lights	0%	98.6%	99.2%	0%	**98.7%**	-	97.8%	98.0%	0%	0%	**98.0%**	-	0%	0%	0%	0%	**-**	-	100%	0%	99.0%	0%	**99.2%**	-	98.6%
Articulated Trucks	0	8	3	0	**11**	-	1	5	0	0	**6**	-	0	0	0	0	**0**	-	0	0	3	0	**3**	-	20
% Articulated Trucks	0%	0.3%	0.8%	0%	**0.4%**	-	1.1%	0.4%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0.3%	0%	**0.2%**	-	0.4%
Buses and Single-Unit Trucks	0	25	0	0	**25**	-	1	18	0	0	**19**	-	0	0	0	0	**0**	-	0	0	7	0	**7**	-	51
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	**0.9%**	-	1.1%	1.5%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0.7%	0%	**0.6%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35W SB/Buck Hill Road - TMC
Tue Jun 18, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666803, Location: 44.746084, -93.284299

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Buck hill Road						I35W Southbound						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 12:00AM	0	30	0	0	**30**	0	5	30	0	0	**35**	0	0	0	7	0	**7**	0	23	2	8	0	**33**	0	**105**
12:15AM	0	24	0	0	**24**	0	9	28	0	0	**37**	0	0	0	5	0	**5**	0	17	4	14	0	**35**	0	**101**
12:30AM	0	32	0	0	**32**	0	6	26	0	0	**32**	0	1	0	5	0	**6**	0	11	6	12	0	**29**	0	**99**
12:45AM	0	38	2	0	**40**	0	3	27	0	0	**30**	0	0	0	4	0	**4**	0	20	3	8	0	**31**	1	**105**
Hourly Total	0	124	2	0	**126**	0	23	111	0	0	**134**	0	1	0	21	0	**22**	0	71	15	42	0	**128**	1	**410**
1:00AM	0	24	1	0	**25**	0	2	19	0	0	**21**	0	0	0	2	0	**2**	0	13	3	14	0	**30**	0	**78**
1:15AM	0	26	1	0	**27**	0	4	17	0	0	**21**	0	1	0	8	0	**9**	0	3	6	5	0	**14**	0	**71**
1:30AM	0	63	1	0	**64**	0	7	18	0	0	**25**	0	0	0	2	0	**2**	0	11	2	8	0	**21**	0	**112**
1:45AM	0	42	0	0	**42**	0	1	9	0	0	**10**	0	0	0	3	0	**3**	0	10	5	5	0	**20**	0	**75**
Hourly Total	0	155	3	0	**158**	0	14	63	0	0	**77**	0	1	0	15	0	**16**	0	37	16	32	0	**85**	0	**336**
2:00AM	0	19	0	0	**19**	0	1	10	0	0	**11**	0	0	0	3	0	**3**	0	7	2	4	0	**13**	0	**46**
2:15AM	0	25	0	0	**25**	0	1	11	0	0	**12**	0	0	0	2	0	**2**	0	8	1	4	0	**13**	0	**52**
2:30AM	0	14	0	0	**14**	0	2	16	0	0	**18**	0	0	0	3	0	**3**	0	4	7	2	0	**13**	0	**48**
2:45AM	0	19	2	0	**21**	0	0	12	0	0	**12**	0	2	0	3	0	**5**	0	7	3	4	0	**14**	0	**52**
Hourly Total	0	77	2	0	**79**	0	4	49	0	0	**53**	0	2	0	11	0	**13**	0	26	13	14	0	**53**	0	**198**
3:00AM	0	18	0	0	**18**	0	2	5	0	0	**7**	0	0	0	1	0	**1**	0	11	3	4	0	**18**	0	**44**
3:15AM	0	20	1	0	**21**	0	1	9	0	0	**10**	0	2	0	3	0	**5**	0	6	1	5	0	**12**	0	**48**
3:30AM	0	16	0	0	**16**	0	2	8	0	0	**10**	0	1	0	6	0	**7**	0	4	0	2	0	**6**	0	**39**
3:45AM	0	13	1	0	**14**	0	0	17	0	0	**17**	0	1	0	4	0	**5**	0	6	1	8	0	**15**	0	**51**
Hourly Total	0	67	2	0	**69**	0	5	39	0	0	**44**	0	4	0	14	0	**18**	0	27	5	19	0	**51**	0	**182**
4:00AM	0	19	0	0	**19**	0	1	17	0	0	**18**	0	1	0	5	0	**6**	0	8	0	5	0	**13**	0	**56**
4:15AM	0	26	0	0	**26**	0	0	22	0	0	**22**	0	0	0	7	0	**7**	1	16	2	9	0	**27**	0	**82**
4:30AM	0	39	0	0	**39**	0	3	30	0	0	**33**	0	1	0	12	0	**13**	0	13	1	11	0	**25**	0	**110**
4:45AM	0	34	0	0	**34**	0	3	44	0	0	**47**	0	1	0	9	0	**10**	0	13	4	14	0	**31**	0	**122**
Hourly Total	0	118	0	0	**118**	0	7	113	0	0	**120**	0	3	0	33	0	**36**	1	50	7	39	0	**96**	0	**370**
5:00AM	0	60	0	0	**60**	0	1	52	0	0	**53**	0	2	0	14	0	**16**	1	17	0	8	0	**25**	1	**154**
5:15AM	0	87	0	0	**87**	0	4	63	0	0	**67**	0	0	0	15	0	**15**	1	34	3	23	0	**60**	1	**229**
5:30AM	0	92	1	0	**93**	0	0	75	0	0	**75**	0	2	0	24	0	**26**	0	43	8	18	0	**69**	0	**263**
5:45AM	0	146	0	0	**146**	0	8	115	0	1	**124**	0	3	0	36	0	**39**	0	43	7	47	0	**97**	0	**406**
Hourly Total	0	385	1	0	**386**	0	13	305	0	1	**319**	0	7	0	89	0	**96**	2	137	18	96	0	**251**	2	**1052**
6:00AM	0	163	2	0	**165**	0	1	132	0	0	**133**	0	2	0	42	0	**44**	0	40	6	36	0	**82**	0	**424**
6:15AM	0	222	1	0	**223**	0	5	151	0	1	**157**	0	3	1	45	0	**49**	0	61	22	39	0	**122**	0	**551**
6:30AM	0	248	2	0	**250**	0	11	171	0	0	**182**	0	4	0	58	0	**62**	0	78	41	46	0	**165**	0	**659**
6:45AM	0	263	2	0	**265**	0	14	185	0	0	**199**	0	4	0	66	0	**70**	0	95	27	58	0	**180**	0	**714**
Hourly Total	0	896	7	0	**903**	0	31	639	0	1	**671**	0	13	1	211	0	**225**	0	274	96	179	0	**549**	0	**2348**
7:00AM	0	297	4	0	**301**	0	13	176	0	0	**189**	0	4	0	68	0	**72**	1	84	16	46	0	**146**	0	**708**
7:15AM	0	340	6	0	**346**	0	12	228	0	0	**240**	0	3	0	45	0	**48**	0	113	23	78	0	**214**	0	**848**
7:30AM	0	350	3	0	**353**	0	13	264	0	0	**277**	0	5	0	50	0	**55**	0	138	19	82	0	**239**	0	**924**
7:45AM	0	326	5	0	**331**	0	24	326	0	0	**350**	0	7	0	55	0	**62**	0	146	27	74	0	**247**	0	**990**
Hourly Total	0	1313	18	0	**1331**	0	62	994	0	0	**1056**	0	19	0	218	0	**237**	1	481	85	280	0	**846**	0	**3470**
8:00AM	0	284	5	0	**289**	0	20	214	0	0	**234**	0	4	0	36	0	**40**	0	114	25	56	0	**195**	0	**758**
8:15AM	0	291	4	0	**295**	0	16	208	0	0	**224**	0	3	0	59	0	**62**	1	105	26	71	0	**202**	0	**783**
8:30AM	0	271	9	0	**280**	0	21	224	0	0	**245**	0	11	0	56	0	**67**	0	118	27	61	0	**206**	0	**798**
8:45AM	0	236	9	0	**245**	0	25	233	0	0	**258**	0	11	0	55	0	**66**	0	107	26	66	0	**199**	0	**768**
Hourly Total	0	1082	27	0	**1109**	0	82	879	0	0	**961**	0	29	0	206	0	**235**	1	444	104	254	0	**802**	0	**3107**
9:00AM	0	256	14	0	**270**	0	17	233	0	0	**250**	0	14	0	48	0	**62**	0	93	34	74	0	**201**	0	**783**
9:15AM	0	281	14	0	**295**	0	24	221	0	0	**245**	0	9	0	46	0	**55**	0	97	33	70	0	**200**	0	**795**
9:30AM	0	248	9	0	**257**	0	30	198	0	0	**228**	0	8	0	44	0	**52**	0	105	42	86	0	**233**	1	**770**
9:45AM	0	249	7	0	**256**	0	31	223	0	0	**254**	0	22	0	59	0	**81**	0	75	34	85	0	**194**	1	**785**
Hourly Total	0	1034	44	0	**1078**	0	102	875	0	0	**977**	0	53	0	197	0	**250**	0	370	143	315	0	**828**	2	**3133**
10:00AM	0	253	13	0	**266**	0	20	248	0	0	**268**	0	14	0	61	0	**75**	0	70	31	89	0	**190**	0	**799**
10:15AM	0	274	8	0	**282**	0	21	239	0	1	**261**	0	11	0	53	0	**64**	1	90	29	75	0	**194**	0	**801**
10:30AM	0	317	13	0	**330**	0	32	276	0	0	**308**	0	15	0	58	0	**73**	0	92	35	85	0	**212**	1	**923**
10:45AM	0	253	14	0	**267**	0	37	267	0	0	**304**	0	20	0	56	0	**76**	0	111	31	111	0	**253**	0	**900**
Hourly Total	0	1097	48	0	**1145**	0	110	1030	0	1	**1141**	0	60	0	228	0	**288**	1	363	126	360	0	**849**	1	**3423**
11:00AM	0	322	10	0	**332**	0	28	283	0	0	**311**	0	21	0	68	0	**89**	0	106	30	98	0	**234**	0	**966**
11:15AM	0	393	15	0	**408**	0	31	318	0	0	**349**	0	13	0	59	0	**72**	0	102	28	104	0	**234**	0	**1063**
11:30AM	0	335	15	0	**350**	0	23	280	0	0	**303**	0	13	0	52	0	**65**	0	117	41	124	0	**282**	0	**1000**
11:45AM	0	347	19	1	**367**	0	50	315	0	0	**365**	0	24	0	46	0	**70**	0	94	23	128	0	**245**	0	**1047**
Hourly Total	0	1397	59	1	**1457**	0	132	1196	0	0	**1328**	0	71	0	225	0	**296**	0	419	122	454	0	**995**	0	**4076**
12:00PM	0	383	8	0	**391**	0	16	332	0	0	**348**	0	27	0	59	0	**86**	0	103	47	120	0	**270**	0	**1095**
12:15PM	0	377	25	0	**402**	0	30	296	0	0	**326**	0	28	0	70	0	**98**	0	105	38	127	0	**270**	0	**1096**
12:30PM	0	421	25	0	**446**	0	30	337	0	0	**367**	0	18	0	60	0	**78**	0	95	34	106	0	**235**	0	**1126**
12:45PM	0	386	21	0	**407**	0	40	283	0	0	**323**	0	26	0	74	0	**100**	0	115	46	121	0	**282**	1	**1112**
Hourly Total	0	1567	79	0	**1646**	0	116	1248	0	0	**1364**	0	99	0	263	0	**362**	0	418	165	474	0	**1057**	1	**4429**
1:00PM	0	399	13	0	**412**	0	43	330	0	1	**374**	0	21	0	67	0	**88**	2	108	38	101	0	**247**	0	**1121**
1:15PM	0	387	25	0	**412**	0	31	321	0	0	**352**	0	26	0	62	0	**88**	0	106	43	127	0	**276**	0	**1128**
1:30PM	0	394	20	0	**414**	0	44	280	0	0	**324**	0	25	0	75	0	**100**	2	111	31	117	0	**259**	0	**1097**
1:45PM	0	373	26	0	**399**	0	29	326	0	2	**357**	0	15	0	48	0	**63**	0	112	32	126	0	**270**	2	**1089**

Leg	CSAH 42						CSAH 42						Buck hill Road						I35W Southbound						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	0	1553	84	0	**1637**	0	147	1257	0	3	**1407**	0	87	0	252	0	**339**	4	437	144	471	0	**1052**	2	**4435**
2:00PM	0	365	30	0	**395**	0	39	327	0	0	**366**	0	16	0	66	0	**82**	0	116	36	110	0	**262**	0	**1105**
2:15PM	0	454	17	0	**471**	0	32	356	0	0	**388**	0	14	0	70	0	**84**	1	136	43	108	0	**287**	0	**1230**
2:30PM	0	401	14	0	**415**	0	37	359	0	1	**397**	0	13	0	69	0	**82**	0	137	34	133	0	**304**	0	**1198**
2:45PM	0	424	25	0	**449**	0	30	350	0	1	**381**	0	21	0	56	0	**77**	0	150	50	128	0	**328**	1	**1235**
Hourly Total	0	1644	86	0	**1730**	0	138	1392	0	2	**1532**	0	64	0	261	0	**325**	1	539	163	479	0	**1181**	1	**4768**
3:00PM	0	464	23	0	**487**	0	25	354	0	1	**380**	0	15	0	60	0	**75**	0	117	39	122	0	**278**	0	**1220**
3:15PM	0	484	29	0	**513**	0	37	351	0	1	**389**	0	9	0	63	0	**72**	0	131	49	133	0	**313**	0	**1287**
3:30PM	0	491	24	0	**515**	0	18	416	0	0	**434**	0	16	0	65	0	**81**	2	147	29	129	0	**305**	0	**1335**
3:45PM	0	409	25	0	**434**	0	32	369	0	0	**401**	0	16	0	79	0	**95**	0	162	68	122	0	**352**	1	**1282**
Hourly Total	0	1848	101	0	**1949**	0	112	1490	0	2	**1604**	0	56	0	267	0	**323**	2	557	185	506	0	**1248**	1	**5124**
4:00PM	0	443	19	0	**462**	0	56	397	0	1	**454**	0	20	0	76	0	**96**	0	159	54	135	0	**348**	0	**1360**
4:15PM	0	480	30	0	**510**	1	47	413	0	0	**460**	0	20	0	62	0	**82**	1	163	40	126	0	**329**	0	**1381**
4:30PM	0	504	23	0	**527**	0	43	445	0	0	**488**	0	14	0	68	0	**82**	0	161	43	113	0	**317**	0	**1414**
4:45PM	0	485	24	0	**509**	0	37	443	0	0	**480**	0	28	0	54	0	**82**	0	195	71	137	0	**403**	0	**1474**
Hourly Total	0	1912	96	0	**2008**	1	183	1698	0	1	**1882**	0	82	0	260	0	**342**	1	678	208	511	0	**1397**	0	**5629**
5:00PM	0	469	29	0	**498**	0	47	380	0	0	**427**	0	17	0	68	0	**85**	0	161	43	141	0	**345**	0	**1355**
5:15PM	0	499	24	0	**523**	0	38	378	0	0	**416**	0	24	0	74	0	**98**	0	179	60	143	0	**382**	1	**1419**
5:30PM	0	492	27	0	**519**	0	39	390	0	0	**429**	0	17	0	61	0	**78**	0	156	54	153	0	**363**	0	**1389**
5:45PM	0	453	21	0	**474**	0	31	366	0	0	**397**	0	13	0	51	0	**64**	3	171	54	136	0	**361**	0	**1296**
Hourly Total	0	1913	101	0	**2014**	0	155	1514	0	0	**1669**	0	71	0	254	0	**325**	3	667	211	573	0	**1451**	1	**5459**
6:00PM	0	415	17	0	**432**	0	38	361	0	0	**399**	0	17	0	66	0	**83**	0	148	64	113	0	**325**	0	**1239**
6:15PM	0	460	13	0	**473**	0	43	315	0	1	**359**	0	19	0	68	0	**87**	0	107	53	129	0	**289**	0	**1208**
6:30PM	0	422	26	0	**448**	0	19	329	0	0	**348**	0	18	0	57	0	**75**	1	123	70	84	0	**277**	0	**1148**
6:45PM	0	347	13	0	**360**	0	33	255	0	2	**290**	0	19	0	60	0	**79**	0	107	43	105	0	**255**	0	**984**
Hourly Total	0	1644	69	0	**1713**	0	133	1260	0	3	**1396**	0	73	0	251	0	**324**	1	485	230	431	0	**1146**	0	**4579**
7:00PM	0	377	17	0	**394**	0	33	295	0	0	**328**	0	12	0	65	0	**77**	0	87	37	93	0	**217**	1	**1016**
7:15PM	0	347	27	0	**374**	0	30	255	0	1	**286**	0	14	0	67	0	**81**	0	101	33	98	0	**232**	1	**973**
7:30PM	0	331	17	0	**348**	0	25	238	0	0	**263**	0	12	0	55	0	**67**	4	80	43	80	0	**203**	2	**881**
7:45PM	0	256	21	0	**277**	0	23	232	0	0	**255**	0	11	0	41	0	**52**	0	82	37	65	0	**184**	0	**768**
Hourly Total	0	1311	82	0	**1393**	0	111	1020	0	1	**1132**	0	49	0	228	0	**277**	4	350	150	336	0	**836**	4	**3638**
8:00PM	0	302	20	0	**322**	1	18	201	0	0	**219**	0	16	0	47	0	**63**	0	81	21	59	0	**161**	0	**765**
8:15PM	0	294	18	0	**312**	0	22	186	0	0	**208**	0	3	0	38	0	**41**	2	78	40	76	0	**194**	0	**755**
8:30PM	0	266	13	0	**279**	1	17	189	0	0	**206**	0	6	0	41	0	**47**	0	70	22	67	0	**159**	1	**691**
8:45PM	0	297	12	0	**309**	0	12	163	0	0	**175**	0	6	0	45	0	**51**	2	63	26	58	0	**147**	0	**682**
Hourly Total	0	1159	63	0	**1222**	2	69	739	0	0	**808**	0	31	0	171	0	**202**	4	292	109	260	0	**661**	1	**2893**
9:00PM	0	225	5	0	**230**	0	10	166	0	2	**178**	0	16	0	59	0	**75**	0	75	19	60	0	**154**	0	**637**
9:15PM	0	196	12	0	**208**	0	15	154	0	0	**169**	0	7	0	63	0	**70**	0	58	28	44	0	**130**	0	**577**
9:30PM	0	160	7	0	**167**	0	24	117	0	0	**141**	0	7	0	34	0	**41**	0	68	32	46	0	**146**	0	**495**
9:45PM	0	151	8	0	**159**	0	17	106	0	0	**123**	0	7	0	36	0	**43**	1	47	32	29	0	**108**	1	**433**
Hourly Total	0	732	32	0	**764**	0	66	543	0	2	**611**	0	37	0	192	0	**229**	1	248	111	179	0	**538**	1	**2142**
10:00PM	0	142	7	0	**149**	0	18	102	0	0	**120**	0	3	0	19	0	**22**	0	60	49	31	0	**140**	0	**431**
10:15PM	0	111	4	0	**115**	0	14	70	0	0	**84**	0	3	0	27	0	**30**	0	48	18	21	0	**87**	1	**316**
10:30PM	0	120	6	0	**126**	0	12	62	0	1	**75**	0	2	0	15	0	**17**	0	52	11	21	0	**84**	0	**302**
10:45PM	0	74	2	0	**76**	0	13	64	0	0	**77**	0	1	0	10	0	**11**	1	34	15	13	0	**62**	1	**226**
Hourly Total	0	447	19	0	**466**	0	57	298	0	1	**356**	0	9	0	71	0	**80**	1	194	93	86	0	**373**	2	**1275**
11:00PM	0	91	3	0	**94**	0	12	56	0	0	**68**	1	0	0	5	0	**5**	0	29	7	18	0	**54**	0	**221**
11:15PM	0	66	2	0	**68**	0	6	56	0	1	**63**	0	0	0	10	0	**10**	1	37	14	20	0	**71**	0	**212**
11:30PM	0	55	3	0	**58**	0	5	70	0	1	**76**	0	1	0	7	0	**8**	0	20	11	15	0	**46**	0	**188**
11:45PM	0	43	0	0	**43**	0	2	45	0	0	**47**	0	1	0	10	0	**11**	0	25	12	16	0	**53**	0	**154**
Hourly Total	0	255	8	0	**263**	0	25	227	0	2	**254**	1	2	0	32	0	**34**	1	111	44	69	0	**224**	0	**775**
Total	0	23730	1033	1	**24764**	3	1897	18979	0	20	**20896**	1	923	1	3970	0	**4894**	29	7675	2563	6459	0	**16697**	20	**67251**
% Approach	0%	95.8%	4.2%	0%	**-**	-	9.1%	90.8%	0%	0.1%	**-**	-	18.9%	0%	81.1%	0%	**-**	-	46.0%	15.4%	38.7%	0%	**-**	-	**-**
% Total	0%	35.3%	1.5%	0%	**36.8%**	-	2.8%	28.2%	0%	0%	**31.1%**	-	1.4%	0%	5.9%	0%	**7.3%**	-	11.4%	3.8%	9.6%	0%	**24.8%**	-	**-**
Lights	0	23176	1016	1	**24193**	-	1872	18560	0	20	**20452**	-	913	1	3872	0	**4786**	-	7290	2488	6275	0	**16053**	-	65484
% Lights	0%	97.7%	98.4%	100%	**97.7%**	-	98.7%	97.8%	0%	100%	**97.9%**	-	98.9%	100%	97.5%	0%	**97.8%**	-	95.0%	97.1%	97.2%	0%	**96.1%**	-	97.4%
Articulated Trucks	0	163	2	0	**165**	-	8	154	0	0	**162**	-	2	0	19	0	**21**	-	131	27	57	0	**215**	-	563
% Articulated Trucks	0%	0.7%	0.2%	0%	**0.7%**	-	0.4%	0.8%	0%	0%	**0.8%**	-	0.2%	0%	0.5%	0%	**0.4%**	-	1.7%	1.1%	0.9%	0%	**1.3%**	-	0.8%
Buses and Single-Unit Trucks	0	391	15	0	**406**	-	17	265	0	0	**282**	-	8	0	79	0	**87**	-	254	48	127	0	**429**	-	1204
% Buses and Single-Unit Trucks	0%	1.6%	1.5%	0%	**1.6%**	-	0.9%	1.4%	0%	0%	**1.3%**	-	0.9%	0%	2.0%	0%	**1.8%**	-	3.3%	1.9%	2.0%	0%	**2.6%**	-	1.8%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	25	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	86.2%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	13.8%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35W SB/Buck Hill Road - TMC
Tue Jun 18, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666803, Location: 44.746084, -93.284299

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Buck hill Road						I35W Southbound						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 7:15AM	0	340	6	0	**346**	0	12	228	0	0	**240**	0	3	0	45	0	**48**	0	113	23	78	0	**214**	0	**848**
7:30AM	0	350	3	0	**353**	0	13	264	0	0	**277**	0	5	0	50	0	**55**	0	138	19	82	0	**239**	0	**924**
7:45AM	0	326	5	0	**331**	0	24	326	0	0	**350**	0	7	0	55	0	**62**	0	146	27	74	0	**247**	0	**990**
8:00AM	0	284	5	0	**289**	0	20	214	0	0	**234**	0	4	0	36	0	**40**	0	114	25	56	0	**195**	0	**758**
Total	0	1300	19	0	**1319**	0	69	1032	0	0	**1101**	0	19	0	186	0	**205**	0	511	94	290	0	**895**	0	**3520**
% Approach	0%	98.6%	1.4%	0%	-	-	6.3%	93.7%	0%	0%	-	-	9.3%	0%	90.7%	0%	-	-	57.1%	10.5%	32.4%	0%	-	-	-
% Total	0%	36.9%	0.5%	0%	**37.5%**	-	2.0%	29.3%	0%	0%	**31.3%**	-	0.5%	0%	5.3%	0%	**5.8%**	-	14.5%	2.7%	8.2%	0%	**25.4%**	-	-
PHF	-	0.929	0.792	-	**0.934**	-	0.719	0.791	-	-	**0.786**	-	0.679	-	0.845	-	**0.827**	-	0.875	0.870	0.884	-	**0.906**	-	0.889
Lights	0	1252	16	0	**1268**	-	69	988	0	0	**1057**	-	19	0	183	0	**202**	-	475	91	275	0	**841**	-	3368
% Lights	0%	96.3%	84.2%	0%	**96.1%**	-	100%	95.7%	0%	0%	**96.0%**	-	100%	0%	98.4%	0%	**98.5%**	-	93.0%	96.8%	94.8%	0%	**94.0%**	-	95.7%
Articulated Trucks	0	13	0	0	**13**	-	0	22	0	0	**22**	-	0	0	0	0	**0**	-	12	1	4	0	**17**	-	52
% Articulated Trucks	0%	1.0%	0%	0%	**1.0%**	-	0%	2.1%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	2.3%	1.1%	1.4%	0%	**1.9%**	-	1.5%
Buses and Single-Unit Trucks	0	35	3	0	**38**	-	0	22	0	0	**22**	-	0	0	3	0	**3**	-	24	2	11	0	**37**	-	100
% Buses and Single-Unit Trucks	0%	2.7%	15.8%	0%	**2.9%**	-	0%	2.1%	0%	0%	**2.0%**	-	0%	0%	1.6%	0%	**1.5%**	-	4.7%	2.1%	3.8%	0%	**4.1%**	-	2.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35W SB/Buck Hill Road - TMC
Tue Jun 18, 2019
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666803, Location: 44.746084, -93.284299

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Buck hill Road						I35W Southbound						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 12:00PM	0	383	8	0	**391**	0	16	332	0	0	**348**	0	27	0	59	0	**86**	0	103	47	120	0	**270**	0	**1095**
12:15PM	0	377	25	0	**402**	0	30	296	0	0	**326**	0	28	0	70	0	**98**	0	105	38	127	0	**270**	0	**1096**
12:30PM	0	421	25	0	**446**	0	30	337	0	0	**367**	0	18	0	60	0	**78**	0	95	34	106	0	**235**	0	**1126**
12:45PM	0	386	21	0	**407**	0	40	283	0	0	**323**	0	26	0	74	0	**100**	0	115	46	121	0	**282**	1	**1112**
Total	0	1567	79	0	**1646**	0	116	1248	0	0	**1364**	0	99	0	263	0	**362**	0	418	165	474	0	**1057**	1	**4429**
% Approach	0%	95.2%	4.8%	0%	**-**	-	8.5%	91.5%	0%	0%	**-**	-	27.3%	0%	72.7%	0%	**-**	-	39.5%	15.6%	44.8%	0%	**-**	-	-
% Total	0%	35.4%	1.8%	0%	**37.2%**	-	2.6%	28.2%	0%	0%	**30.8%**	-	2.2%	0%	5.9%	0%	**8.2%**	-	9.4%	3.7%	10.7%	0%	**23.9%**	-	-
PHF	-	0.931	0.790	-	**0.923**	-	0.725	0.926	-	-	**0.929**	-	0.884	-	0.889	-	**0.905**	-	0.909	0.878	0.933	-	**0.937**	-	0.983
Lights	0	1512	78	0	**1590**	-	115	1220	0	0	**1335**	-	99	0	255	0	**354**	-	386	154	462	0	**1002**	-	4281
% Lights	0%	96.5%	98.7%	0%	**96.6%**	-	99.1%	97.8%	0%	0%	**97.9%**	-	100%	0%	97.0%	0%	**97.8%**	-	92.3%	93.3%	97.5%	0%	**94.8%**	-	96.7%
Articulated Trucks	0	20	1	0	**21**	-	0	11	0	0	**11**	-	0	0	1	0	**1**	-	13	5	6	0	**24**	-	57
% Articulated Trucks	0%	1.3%	1.3%	0%	**1.3%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0%	0.4%	0%	**0.3%**	-	3.1%	3.0%	1.3%	0%	**2.3%**	-	1.3%
Buses and Single-Unit Trucks	0	35	0	0	**35**	-	1	17	0	0	**18**	-	0	0	7	0	**7**	-	19	6	6	0	**31**	-	91
% Buses and Single-Unit Trucks	0%	2.2%	0%	0%	**2.1%**	-	0.9%	1.4%	0%	0%	**1.3%**	-	0%	0%	2.7%	0%	**1.9%**	-	4.5%	3.6%	1.3%	0%	**2.9%**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I 35W SB/Buck Hill Road - TMC
Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666803, Location: 44.746084, -93.284299

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Buck hill Road						I35W Southbound						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 4:30PM	0	504	23	0	**527**	0	43	445	0	0	**488**	0	14	0	68	0	**82**	0	161	43	113	0	**317**	0	**1414**
4:45PM	0	485	24	0	**509**	0	37	443	0	0	**480**	0	28	0	54	0	**82**	0	195	71	137	0	**403**	0	**1474**
5:00PM	0	469	29	0	**498**	0	47	380	0	0	**427**	0	17	0	68	0	**85**	0	161	43	141	0	**345**	0	**1355**
5:15PM	0	499	24	0	**523**	0	38	378	0	0	**416**	0	24	0	74	0	**98**	0	179	60	143	0	**382**	1	**1419**
Total	0	1957	100	0	**2057**	0	165	1646	0	0	**1811**	0	83	0	264	0	**347**	0	696	217	534	0	**1447**	1	**5662**
% Approach	0%	95.1%	4.9%	0%	**-**	-	9.1%	90.9%	0%	0%	**-**	-	23.9%	0%	76.1%	0%	**-**	-	48.1%	15.0%	36.9%	0%	**-**	-	**-**
% Total	0%	34.6%	1.8%	0%	**36.3%**	-	2.9%	29.1%	0%	0%	**32.0%**	-	1.5%	0%	4.7%	0%	**6.1%**	-	12.3%	3.8%	9.4%	0%	**25.6%**	-	-
PHF	-	0.971	0.862	-	**0.976**	-	0.878	0.925	-	-	**0.928**	-	0.741	-	0.892	-	**0.885**	-	0.892	0.764	0.934	-	**0.898**	-	0.960
Lights	0	1924	100	0	**2024**	-	165	1628	0	0	**1793**	-	83	0	257	0	**340**	-	688	214	527	0	**1429**	-	5586
% Lights	0%	98.3%	100%	0%	**98.4%**	-	100%	98.9%	0%	0%	**99.0%**	-	100%	0%	97.3%	0%	**98.0%**	-	98.9%	98.6%	98.7%	0%	**98.8%**	-	98.7%
Articulated Trucks	0	10	0	0	**10**	-	0	4	0	0	**4**	-	0	0	2	0	**2**	-	3	0	0	0	**3**	-	19
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0.8%	0%	**0.6%**	-	0.4%	0%	0%	0%	**0.2%**	-	0.3%
Buses and Single-Unit Trucks	0	23	0	0	**23**	-	0	14	0	0	**14**	-	0	0	5	0	**5**	-	5	3	7	0	**15**	-	57
% Buses and Single-Unit Trucks	0%	1.2%	0%	0%	**1.1%**	-	0%	0.9%	0%	0%	**0.8%**	-	0%	0%	1.9%	0%	**1.4%**	-	0.7%	1.4%	1.3%	0%	**1.0%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & I35W Northbound On Ramp - EBL / WBR - ATR

Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 666806, Location: 44.745399, -93.282362

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-06-18 7:00AM	79	**79**	102	**102**	**181**
7:15AM	85	**85**	95	**95**	**180**
7:30AM	61	**61**	78	**78**	**139**
7:45AM	57	**57**	79	**79**	**136**
Hourly Total	282	**282**	354	**354**	**636**
4:30PM	123	**123**	146	**146**	**269**
4:45PM	112	**112**	127	**127**	**239**
Hourly Total	235	**235**	273	**273**	**508**
5:00PM	130	**130**	159	**159**	**289**
5:15PM	161	**161**	116	**116**	**277**
Hourly Total	291	**291**	275	**275**	**566**
Total	808	**808**	902	**902**	**1710**
% Approach	100%	-	100%	-	-
% Total	47.3%	**47.3%**	52.7%	**52.7%**	-
Lights	783	**783**	865	**865**	1648
% Lights	96.9%	**96.9%**	95.9%	**95.9%**	96.4%
Articulated Trucks	3	**3**	12	**12**	15
% Articulated Trucks	0.4%	**0.4%**	1.3%	**1.3%**	0.9%
Buses and Single-Unit Trucks	22	**22**	25	**25**	47
% Buses and Single-Unit Trucks	2.7%	**2.7%**	2.8%	**2.8%**	2.7%

*T: Thru

CSAH 42 & I35W Northbound On Ramp - EBL / WBR - ATR

Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 666806, Location: 44.745399, -93.282362

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-06-18 7:00AM	79	**79**	102	**102**	**181**
7:15AM	85	**85**	95	**95**	**180**
7:30AM	61	**61**	78	**78**	**139**
7:45AM	57	**57**	79	**79**	**136**
Total	282	**282**	354	**354**	**636**
% Approach	100%	-	100%	-	-
% Total	44.3%	**44.3%**	55.7%	**55.7%**	-
PHF	0.829	**0.829**	0.868	**0.868**	0.878
Lights	268	**268**	343	**343**	611
% Lights	95.0%	**95.0%**	96.9%	**96.9%**	96.1%
Articulated Trucks	2	**2**	5	**5**	7
% Articulated Trucks	0.7%	**0.7%**	1.4%	**1.4%**	1.1%
Buses and Single-Unit Trucks	12	**12**	6	**6**	18
% Buses and Single-Unit Trucks	4.3%	**4.3%**	1.7%	**1.7%**	2.8%

*T: Thru

CSAH 42 & I35W Northbound On Ramp - EBL / WBR - ATR

Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 666806, Location: 44.745399, -93.282362

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2019-06-18 4:30PM	123	**123**	146	**146**	**269**
4:45PM	112	**112**	127	**127**	**239**
5:00PM	130	**130**	159	**159**	**289**
5:15PM	161	**161**	116	**116**	**277**
Total	526	**526**	548	**548**	**1074**
% Approach	100%	-	100%	-	-
% Total	49.0%	**49.0%**	51.0%	**51.0%**	-
PHF	0.817	**0.817**	0.862	**0.862**	0.929
Lights	515	**515**	522	**522**	1037
% Lights	97.9%	**97.9%**	95.3%	**95.3%**	96.6%
Articulated Trucks	1	**1**	7	**7**	8
% Articulated Trucks	0.2%	**0.2%**	1.3%	**1.3%**	0.7%
Buses and Single-Unit Trucks	10	**10**	19	**19**	29
% Buses and Single-Unit Trucks	1.9%	**1.9%**	3.5%	**3.5%**	2.7%

*T: Thru

CSAH 42 & Irving Avenue - TMC
Tue Jun 18, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666798, Location: 44.746544, -93.29805

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Irving Avenue						Irving Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 7:00AM	14	275	2	1	**292**	1	4	151	16	1	**172**	0	1	4	5	0	**10**	0	7	5	8	0	**20**	0	**494**
7:15AM	12	332	3	1	**348**	0	2	244	14	0	**260**	0	2	4	1	0	**7**	0	18	2	10	0	**30**	0	**645**
7:30AM	12	340	2	1	**355**	0	3	266	19	0	**288**	0	2	3	5	0	**10**	0	9	5	12	0	**26**	0	**679**
7:45AM	11	306	0	0	**317**	0	7	328	10	2	**347**	0	1	7	6	0	**14**	0	7	3	18	0	**28**	0	**706**
Hourly Total	49	1253	7	3	**1312**	1	16	989	59	3	**1067**	0	6	18	17	0	**41**	0	41	15	48	0	**104**	0	**2524**
4:30PM	20	464	9	1	**494**	0	23	386	18	6	**433**	0	6	8	6	0	**20**	0	18	20	19	0	**57**	0	**1004**
4:45PM	10	395	13	1	**419**	2	34	397	31	4	**466**	0	5	8	5	0	**18**	1	19	11	23	0	**53**	0	**956**
Hourly Total	30	859	22	2	**913**	2	57	783	49	10	**899**	0	11	16	11	0	**38**	1	37	31	42	0	**110**	0	**1960**
5:00PM	24	419	6	0	**449**	4	32	370	16	5	**423**	0	7	11	8	0	**26**	0	18	16	19	0	**53**	0	**951**
5:15PM	23	405	16	0	**444**	0	43	356	11	1	**411**	0	5	8	9	0	**22**	0	16	17	26	0	**59**	0	**936**
Hourly Total	47	824	22	0	**893**	4	75	726	27	6	**834**	0	12	19	17	0	**48**	0	34	33	45	0	**112**	0	**1887**
Total	126	2936	51	5	**3118**	7	148	2498	135	19	**2800**	0	29	53	45	0	**127**	1	112	79	135	0	**326**	0	**6371**
% Approach	4.0%	94.2%	1.6%	0.2%	**-**	-	5.3%	89.2%	4.8%	0.7%	**-**	-	22.8%	41.7%	35.4%	0%	**-**	-	34.4%	24.2%	41.4%	0%	**-**	-	**-**
% Total	2.0%	46.1%	0.8%	0.1%	**48.9%**	-	2.3%	39.2%	2.1%	0.3%	**43.9%**	-	0.5%	0.8%	0.7%	0%	**2.0%**	-	1.8%	1.2%	2.1%	0%	**5.1%**	-	**-**
Lights	119	2879	50	5	**3053**	-	145	2444	129	19	**2737**	-	29	53	44	0	**126**	-	108	79	135	0	**322**	-	6238
% Lights	94.4%	98.1%	98.0%	100%	**97.9%**	-	98.0%	97.8%	95.6%	100%	**97.8%**	-	100%	100%	97.8%	0%	**99.2%**	-	96.4%	100%	100%	0%	**98.8%**	-	97.9%
Articulated Trucks	0	16	0	0	**16**	-	1	17	3	0	**21**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	37
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0.7%	0.7%	2.2%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Buses and Single-Unit Trucks	7	41	1	0	**49**	-	2	37	3	0	**42**	-	0	0	1	0	**1**	-	4	0	0	0	**4**	-	96
% Buses and Single-Unit Trucks	5.6%	1.4%	2.0%	0%	**1.6%**	-	1.4%	1.5%	2.2%	0%	**1.5%**	-	0%	0%	2.2%	0%	**0.8%**	-	3.6%	0%	0%	0%	**1.2%**	-	1.5%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	85.7%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	14.3%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Irving Avenue - TMC
Tue Jun 18, 2019
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666798, Location: 44.746544, -93.29805

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Irving Avenue						Irving Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 7:00AM	14	275	2	1	**292**	1	4	151	16	1	**172**	0	1	4	5	0	**10**	0	7	5	8	0	**20**	0	**494**
7:15AM	12	332	3	1	**348**	0	2	244	14	0	**260**	0	2	4	1	0	**7**	0	18	2	10	0	**30**	0	**645**
7:30AM	12	340	2	1	**355**	0	3	266	19	0	**288**	0	2	3	5	0	**10**	0	9	5	12	0	**26**	0	**679**
7:45AM	11	306	0	0	**317**	0	7	328	10	2	**347**	0	1	7	6	0	**14**	0	7	3	18	0	**28**	0	**706**
Total	49	1253	7	3	**1312**	1	16	989	59	3	**1067**	0	6	18	17	0	**41**	0	41	15	48	0	**104**	0	**2524**
% Approach	3.7%	95.5%	0.5%	0.2%	**-**	-	1.5%	92.7%	5.5%	0.3%	**-**	-	14.6%	43.9%	41.5%	0%	**-**	-	39.4%	14.4%	46.2%	0%	**-**	-	-
% Total	1.9%	49.6%	0.3%	0.1%	**52.0%**	-	0.6%	39.2%	2.3%	0.1%	**42.3%**	-	0.2%	0.7%	0.7%	0%	**1.6%**	-	1.6%	0.6%	1.9%	0%	**4.1%**	-	-
PHF	0.875	0.921	0.583	0.750	**0.924**	-	0.571	0.754	0.776	0.375	**0.769**	-	0.750	0.643	0.708		**-0.732**	-	0.569	0.750	0.667		**-0.867**	-	0.894
Lights	42	1214	6	3	**1265**	-	15	954	54	3	**1026**	-	6	18	17	0	**41**	-	38	15	48	0	**101**	-	2433
% Lights	85.7%	96.9%	85.7%	100%	**96.4%**	-	93.8%	96.5%	91.5%	100%	**96.2%**	-	100%	100%	100%	0%	**100%**	-	92.7%	100%	100%	0%	**97.1%**	-	96.4%
Articulated Trucks	0	10	0	0	**10**	-	0	16	3	0	**19**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	29
% Articulated Trucks	0%	0.8%	0%	0%	**0.8%**	-	0%	1.6%	5.1%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Buses and Single-Unit Trucks	7	29	1	0	**37**	-	1	19	2	0	**22**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	62
% Buses and Single-Unit Trucks	14.3%	2.3%	14.3%	0%	**2.8%**	-	6.3%	1.9%	3.4%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	7.3%	0%	0%	0%	**2.9%**	-	2.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Irving Avenue - TMC
Tue Jun 18, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666798, Location: 44.746544, -93.29805

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						Irving Avenue Northbound						Irving Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 4:30PM	20	464	9	1	**494**	0	23	386	18	6	**433**	0	6	8	6	0	**20**	0	18	20	19	0	**57**	0	**1004**
4:45PM	10	395	13	1	**419**	2	34	397	31	4	**466**	0	5	8	5	0	**18**	1	19	11	23	0	**53**	0	**956**
5:00PM	24	419	6	0	**449**	4	32	370	16	5	**423**	0	7	11	8	0	**26**	0	18	16	19	0	**53**	0	**951**
5:15PM	23	405	16	0	**444**	0	43	356	11	1	**411**	0	5	8	9	0	**22**	0	16	17	26	0	**59**	0	**936**
Total	77	1683	44	2	**1806**	6	132	1509	76	16	**1733**	0	23	35	28	0	**86**	1	71	64	87	0	**222**	0	**3847**
% Approach	4.3%	93.2%	2.4%	0.1%	-	-	7.6%	87.1%	4.4%	0.9%	-	-	26.7%	40.7%	32.6%	0%	-	-	32.0%	28.8%	39.2%	0%	-	-	-
% Total	2.0%	43.7%	1.1%	0.1%	**46.9%**	-	3.4%	39.2%	2.0%	0.4%	**45.0%**	-	0.6%	0.9%	0.7%	0%	**2.2%**	-	1.8%	1.7%	2.3%	0%	**5.8%**	-	-
PHF	0.802	0.907	0.688	0.500	**0.914**	-	0.767	0.950	0.613	0.667	**0.930**	-	0.821	0.795	0.778	-	**0.827**	-	0.934	0.800	0.837	-	**0.941**	-	0.958
Lights	77	1665	44	2	**1788**	-	130	1490	75	16	**1711**	-	23	35	27	0	**85**	-	70	64	87	0	**221**	-	3805
% Lights	100%	98.9%	100%	100%	**99.0%**	-	98.5%	98.7%	98.7%	100%	**98.7%**	-	100%	100%	96.4%	0%	**98.8%**	-	98.6%	100%	100%	0%	**99.5%**	-	98.9%
Articulated Trucks	0	6	0	0	**6**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	8
% Articulated Trucks	0%	0.4%	0%	0%	**0.3%**	-	0.8%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	0	12	0	0	**12**	-	1	18	1	0	**20**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	34
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	**0.7%**	-	0.8%	1.2%	1.3%	0%	**1.2%**	-	0%	0%	3.6%	0%	**1.2%**	-	1.4%	0%	0%	0%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Nicollet Avenue (Court) - TMC
Tue Jun 18, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666800, Location: 44.744608, -93.280454

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-18 12:00AM	13	39	1	0	**53**	0	1	37	8	0	**46**	0	1	0	1	0	**2**	0	13	0	19	0	**32**	0	**133**
12:15AM	6	38	0	1	**45**	0	1	33	12	0	**46**	0	1	0	1	0	**2**	1	12	1	10	0	**23**	0	**116**
12:30AM	10	32	0	0	**42**	0	0	30	5	0	**35**	0	1	1	1	0	**3**	0	9	2	11	0	**22**	0	**102**
12:45AM	12	41	2	0	**55**	0	2	25	10	0	**37**	0	1	0	2	0	**3**	0	7	2	14	0	**23**	2	**118**
Hourly Total	41	150	3	1	**195**	0	4	125	35	0	**164**	0	4	1	5	0	**10**	1	41	5	54	0	**100**	2	**469**
1:00AM	4	31	0	0	**35**	0	2	19	3	0	**24**	0	1	2	0	0	**3**	0	11	0	9	0	**20**	0	**82**
1:15AM	5	20	0	0	**25**	0	0	26	3	0	**29**	0	0	1	0	0	**1**	0	5	0	9	0	**14**	0	**69**
1:30AM	6	57	1	0	**64**	0	0	21	3	0	**24**	0	0	0	1	0	**1**	0	2	0	12	0	**14**	0	**103**
1:45AM	9	41	1	0	**51**	0	0	11	3	0	**14**	0	0	0	0	0	**0**	0	9	0	9	1	**19**	0	**84**
Hourly Total	24	149	2	0	**175**	0	2	77	12	0	**91**	0	1	3	1	0	**5**	0	27	0	39	1	**67**	0	**338**
2:00AM	7	15	0	0	**22**	0	0	11	5	0	**16**	0	1	0	0	0	**1**	0	12	0	3	0	**15**	0	**54**
2:15AM	4	26	0	0	**30**	0	0	8	3	0	**11**	0	0	0	0	0	**0**	0	2	0	5	0	**7**	0	**48**
2:30AM	1	16	0	0	**17**	0	1	20	6	0	**27**	0	0	0	1	0	**1**	1	3	0	2	0	**5**	0	**50**
2:45AM	3	18	0	0	**21**	0	0	13	2	0	**15**	0	0	0	0	0	**0**	0	4	1	0	0	**5**	0	**41**
Hourly Total	15	75	0	0	**90**	0	1	52	16	0	**69**	0	1	0	1	0	**2**	1	21	1	10	0	**32**	0	**193**
3:00AM	2	23	0	0	**25**	0	1	12	4	0	**17**	0	0	2	0	0	**2**	0	1	1	5	0	**7**	0	**51**
3:15AM	3	23	0	0	**26**	0	0	15	3	0	**18**	0	0	0	1	0	**1**	0	8	0	4	0	**12**	0	**57**
3:30AM	2	16	0	0	**18**	0	0	22	2	0	**24**	0	0	0	0	0	**0**	0	2	0	6	0	**8**	0	**50**
3:45AM	2	14	0	0	**16**	0	1	21	2	0	**24**	0	0	0	1	0	**1**	0	4	1	4	0	**9**	0	**50**
Hourly Total	9	76	0	0	**85**	0	2	70	11	0	**83**	0	0	2	2	0	**4**	0	15	2	19	0	**36**	0	**208**
4:00AM	1	25	0	0	**26**	0	1	17	3	0	**21**	0	0	0	1	0	**1**	0	2	0	7	0	**9**	0	**57**
4:15AM	6	27	0	0	**33**	0	0	32	0	1	**33**	0	2	0	0	0	**2**	0	4	2	0	0	**6**	0	**74**
4:30AM	5	34	1	0	**40**	0	0	62	3	0	**65**	0	2	0	1	0	**3**	0	0	0	4	1	**5**	0	**113**
4:45AM	9	23	0	0	**32**	0	0	76	9	0	**85**	0	1	1	2	0	**4**	0	4	1	2	0	**7**	0	**128**
Hourly Total	21	109	1	0	**131**	0	1	187	15	1	**204**	0	5	1	4	0	**10**	0	10	3	13	1	**27**	0	**372**
5:00AM	5	61	1	0	**67**	0	1	80	6	1	**88**	0	1	1	0	0	**2**	0	6	0	7	0	**13**	0	**170**
5:15AM	18	72	2	0	**92**	0	0	119	20	0	**139**	0	0	0	3	0	**3**	0	3	2	9	0	**14**	0	**248**
5:30AM	23	93	2	0	**118**	0	2	138	38	0	**178**	0	0	2	2	0	**4**	0	11	2	14	0	**27**	0	**327**
5:45AM	27	160	2	0	**189**	0	1	192	36	0	**229**	0	0	1	0	0	**1**	0	7	0	12	0	**19**	0	**438**
Hourly Total	73	386	7	0	**466**	0	4	529	100	1	**634**	0	1	4	5	0	**10**	0	27	4	42	0	**73**	0	**1183**
6:00AM	23	139	5	0	**167**	0	1	219	35	0	**255**	0	4	1	4	0	**9**	0	11	0	11	0	**22**	0	**453**
6:15AM	47	219	5	0	**271**	0	6	256	47	0	**309**	0	5	1	3	0	**9**	0	16	3	16	0	**35**	0	**624**
6:30AM	52	250	4	0	**306**	0	1	296	96	0	**393**	0	3	0	4	0	**7**	0	30	0	24	0	**54**	0	**760**
6:45AM	76	295	9	0	**380**	0	3	284	115	0	**402**	1	4	3	8	0	**15**	0	38	2	22	0	**62**	0	**859**
Hourly Total	198	903	23	0	**1124**	0	11	1055	293	0	**1359**	1	16	5	19	0	**40**	0	95	5	73	0	**173**	0	**2696**
7:00AM	82	272	7	0	**361**	0	7	211	68	0	**286**	0	5	5	9	0	**19**	1	42	0	39	0	**81**	0	**747**
7:15AM	83	347	9	0	**439**	0	11	286	129	0	**426**	0	5	5	8	0	**18**	0	25	1	36	0	**62**	0	**945**
7:30AM	93	379	11	1	**484**	0	11	299	130	0	**440**	0	5	6	11	0	**22**	0	48	0	40	0	**88**	0	**1034**
7:45AM	121	352	19	0	**492**	0	20	350	158	0	**528**	0	13	5	11	0	**29**	0	44	0	60	0	**104**	0	**1153**
Hourly Total	379	1350	46	1	**1776**	0	49	1146	485	0	**1680**	0	28	21	39	0	**88**	1	159	1	175	0	**335**	0	**3879**
8:00AM	82	297	10	0	**389**	0	14	267	108	0	**389**	0	9	1	17	0	**27**	0	35	2	40	0	**77**	0	**882**
8:15AM	84	304	17	0	**405**	0	16	263	112	0	**391**	0	4	2	11	0	**17**	0	72	4	38	0	**114**	0	**927**
8:30AM	78	272	14	0	**364**	0	11	299	114	0	**424**	0	8	1	10	0	**19**	0	61	3	56	0	**120**	0	**927**
8:45AM	80	231	9	0	**320**	0	22	331	129	0	**482**	0	11	4	12	0	**27**	0	62	4	71	0	**137**	0	**966**
Hourly Total	324	1104	50	0	**1478**	0	63	1160	463	0	**1686**	0	32	8	50	0	**90**	0	230	13	205	0	**448**	0	**3702**
9:00AM	69	249	14	1	**333**	0	18	262	98	1	**379**	0	7	5	6	0	**18**	0	81	6	63	0	**150**	0	**880**
9:15AM	80	263	13	0	**356**	0	18	257	112	0	**387**	0	12	0	16	0	**28**	0	62	9	60	0	**131**	0	**902**
9:30AM	73	219	11	1	**304**	0	23	278	98	0	**399**	1	19	5	14	0	**38**	0	57	4	88	0	**149**	0	**890**
9:45AM	74	232	15	0	**321**	0	22	319	122	0	**463**	0	10	4	14	1	**29**	0	63	8	70	0	**141**	5	**954**
Hourly Total	296	963	53	2	**1314**	0	81	1116	430	1	**1628**	1	48	14	50	1	**113**	0	263	27	281	0	**571**	5	**3626**
10:00AM	58	224	12	1	**295**	0	15	265	84	0	**364**	0	8	4	18	0	**30**	0	78	7	92	0	**177**	0	**866**
10:15AM	88	257	8	0	**353**	1	21	231	112	0	**364**	0	9	5	20	0	**34**	0	99	5	90	1	**195**	0	**946**
10:30AM	101	274	8	0	**383**	0	14	298	107	0	**419**	0	12	5	15	0	**32**	0	90	5	116	0	**211**	0	**1045**
10:45AM	80	245	9	0	**334**	0	14	334	117	0	**465**	0	16	6	17	0	**39**	0	90	3	80	0	**173**	0	**1011**
Hourly Total	327	1000	37	1	**1365**	1	64	1128	420	0	**1612**	0	45	20	70	0	**135**	0	357	20	378	1	**756**	0	**3868**
11:00AM	91	298	17	0	**406**	1	10	243	96	0	**349**	0	7	5	27	0	**39**	0	91	4	138	0	**233**	0	**1027**
11:15AM	108	300	14	0	**422**	0	13	311	99	0	**423**	0	18	3	22	0	**43**	0	81	3	114	0	**198**	0	**1086**
11:30AM	82	280	11	0	**373**	1	9	299	99	0	**407**	0	11	3	15	0	**29**	0	120	5	123	1	**249**	0	**1058**
11:45AM	89	293	8	1	**391**	0	10	297	123	0	**430**	0	14	3	11	0	**28**	0	97	3	110	1	**211**	0	**1060**
Hourly Total	370	1171	50	1	**1592**	2	42	1150	417	0	**1609**	0	50	14	75	0	**139**	0	389	15	485	2	**891**	0	**4231**
12:00PM	109	293	12	0	**414**	0	15	367	112	0	**494**	0	7	7	21	0	**35**	0	96	1	134	0	**231**	0	**1174**
12:15PM	100	337	9	0	**446**	0	11	324	102	0	**437**	1	7	6	10	0	**23**	0	91	4	140	0	**235**	0	**1141**
12:30PM	144	307	22	0	**473**	1	14	339	127	1	**481**	0	17	4	17	0	**38**	0	85	3	111	0	**199**	0	**1191**
12:45PM	117	321	14	1	**453**	1	10	339	123	0	**472**	0	6	2	13	0	**21**	0	90	5	130	0	**225**	0	**1171**
Hourly Total	470	1258	57	1	**1786**	2	50	1369	464	1	**1884**	1	37	19	61	0	**117**	0	362	13	515	0	**890**	0	**4677**
1:00PM	115	358	6	1	**480**	0	9	321	98	1	**429**	0	9	6	13	0	**28**	0	121	4	117	0	**242**	0	**1179**
1:15PM	121	310	14	1	**446**	1	10	368	111	0	**489**	1	10	7	13	0	**30**	0	96	5	102	0	**203**	1	**1168**
1:30PM	109	352	7	2	**470**	0	7	358	122	0	**487**	0	7	7	13	0	**27**	1	116	4	120	0	**240**	0	**1224**
1:45PM	119	315	24	0	**458**	1	19	329	110	0	**458**	0	17	4	19	0	**40**	0	100	10	105	0	**215**	0	**1171**
Hourly Total	464	1335	51	4	**1854**	2	45	1376	441	1	**1863**	1	43	24	58	0	**125**	1	433	23	444	0	**900**	1	**4742**
2:00PM	117	315	16	1	**449**	1	8	380	92	0	**480**	0	22	1	19	0	**42**	0	115	5	150	0	**270**	1	**1241**
2:15PM	131	391	10	1	**533**	0	11	354	104	0	**469**	0	13	6	9	0	**28**	0	153	6	145	0	**304**	0	**1334**
2:30PM	103	389	15	0	**507**	0	12	394	106	0	**512**	0	12	8	15	0	**35**	0	121	3	145	0	**269**	0	**1323**
2:45PM	101	405	17	0	**523**	1	10	376	116	0	**502**	0	10	3	21	0	**34**	1	139	5	115	1	**260**	0	**1319**
Hourly Total	452	1500	58	2	**2012**	2	41	1504	418	0	**1963**	0	57	18	64	0	**139**	1	528	19	555	1	**1103**	1	**5217**

Leg	CSAH 42						CSAH 42						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
3:00PM	76	419	18	0	**513**	0	17	380	94	0	**491**	0	13	4	18	0	**35**	0	115	6	124	0	**245**	0	**1284**
3:15PM	94	439	17	0	**550**	0	7	401	114	1	**523**	0	9	7	14	0	**30**	0	121	2	126	0	**249**	0	**1352**
3:30PM	98	481	18	0	**597**	1	10	399	85	0	**494**	0	7	7	15	0	**29**	0	117	4	149	0	**270**	0	**1390**
3:45PM	77	423	17	0	**517**	0	11	444	132	0	**587**	0	11	6	23	0	**40**	0	116	4	142	1	**263**	0	**1407**
Hourly Total	345	1762	70	0	**2177**	1	45	1624	425	1	**2095**	0	40	24	70	0	**134**	0	469	16	541	1	**1027**	0	**5433**
4:00PM	88	476	16	0	**580**	0	15	438	94	1	**548**	0	18	7	24	0	**49**	0	142	5	147	0	**294**	1	**1471**
4:15PM	72	518	9	1	**600**	0	12	444	77	0	**533**	0	7	3	20	0	**30**	0	125	6	121	0	**252**	0	**1415**
4:30PM	79	516	21	1	**617**	0	9	486	79	0	**574**	0	8	3	24	0	**35**	0	127	4	141	0	**272**	0	**1498**
4:45PM	103	494	16	0	**613**	0	16	483	104	0	**603**	0	10	8	14	0	**32**	0	113	6	143	1	**263**	1	**1511**
Hourly Total	342	2004	62	2	**2410**	0	52	1851	354	1	**2258**	0	43	21	82	0	**146**	0	507	21	552	1	**1081**	2	**5895**
5:00PM	64	501	12	1	**578**	0	5	470	77	0	**552**	0	17	4	20	0	**41**	0	143	6	157	0	**306**	0	**1477**
5:15PM	82	536	16	0	**634**	0	7	403	63	0	**473**	0	14	5	13	0	**32**	0	115	4	116	2	**237**	0	**1376**
5:30PM	83	499	10	1	**593**	1	16	483	78	0	**577**	0	17	3	14	0	**34**	0	101	5	107	0	**213**	1	**1417**
5:45PM	84	483	16	0	**583**	0	8	478	82	0	**568**	2	7	3	18	0	**28**	2	94	4	110	0	**208**	1	**1387**
Hourly Total	313	2019	54	2	**2388**	1	36	1834	300	0	**2170**	2	55	15	65	0	**135**	2	453	19	490	2	**964**	2	**5657**
6:00PM	72	403	21	2	**498**	2	14	436	94	0	**544**	0	13	6	9	0	**28**	0	108	0	99	1	**208**	0	**1278**
6:15PM	108	433	11	0	**552**	1	13	338	63	3	**417**	0	10	7	15	0	**32**	0	107	6	107	0	**220**	0	**1221**
6:30PM	78	409	13	0	**500**	0	3	334	61	2	**400**	0	8	3	10	0	**21**	0	81	4	90	0	**175**	0	**1096**
6:45PM	58	373	13	0	**444**	1	9	313	76	0	**398**	0	8	4	19	0	**31**	0	70	6	83	1	**160**	0	**1033**
Hourly Total	316	1618	58	2	**1994**	4	39	1421	294	5	**1759**	0	39	20	53	0	**112**	0	366	16	379	2	**763**	0	**4628**
7:00PM	74	353	7	1	**435**	2	6	277	49	0	**332**	0	9	2	11	0	**22**	0	88	1	93	0	**182**	0	**971**
7:15PM	61	333	6	0	**400**	0	6	321	61	0	**388**	0	6	1	6	0	**13**	0	68	0	78	0	**146**	1	**947**
7:30PM	62	310	10	0	**382**	5	10	237	48	0	**295**	0	6	4	8	0	**18**	0	91	4	81	1	**177**	0	**872**
7:45PM	57	237	14	0	**308**	3	4	242	54	1	**301**	0	6	5	11	0	**22**	0	62	2	69	1	**134**	1	**765**
Hourly Total	254	1233	37	1	**1525**	10	26	1077	212	1	**1316**	0	27	12	36	0	**75**	0	309	7	321	2	**639**	2	**3555**
8:00PM	54	260	11	0	**325**	1	3	244	58	0	**305**	0	5	3	12	0	**20**	0	77	5	77	0	**159**	0	**809**
8:15PM	48	272	11	0	**331**	0	4	229	53	0	**286**	0	4	0	9	0	**13**	0	69	3	63	0	**135**	0	**765**
8:30PM	43	231	15	0	**289**	0	6	209	34	0	**249**	0	5	4	5	0	**14**	0	67	2	50	0	**119**	0	**671**
8:45PM	36	248	14	1	**299**	1	5	206	45	0	**256**	0	5	1	8	0	**14**	0	40	3	31	0	**74**	0	**643**
Hourly Total	181	1011	51	1	**1244**	2	18	888	190	0	**1096**	0	19	8	34	0	**61**	0	253	13	221	0	**487**	0	**2888**
9:00PM	43	243	6	1	**293**	0	4	191	25	0	**220**	1	3	0	3	0	**6**	0	46	2	62	0	**110**	1	**629**
9:15PM	39	196	6	0	**241**	0	7	159	24	0	**190**	1	3	2	4	0	**9**	0	35	3	39	0	**77**	0	**517**
9:30PM	26	182	3	1	**212**	0	2	165	29	0	**196**	2	0	1	5	0	**6**	0	33	2	46	0	**81**	0	**495**
9:45PM	33	163	8	1	**205**	0	7	111	26	0	**144**	0	2	0	4	0	**6**	0	22	3	39	0	**64**	0	**419**
Hourly Total	141	784	23	3	**951**	0	20	626	104	0	**750**	4	8	3	16	0	**27**	0	136	10	186	0	**332**	1	**2060**
10:00PM	26	144	6	0	**176**	0	4	135	18	0	**157**	0	0	2	4	0	**6**	0	23	3	35	0	**61**	1	**400**
10:15PM	30	127	4	0	**161**	0	4	89	28	0	**121**	0	3	2	5	0	**10**	0	29	2	24	1	**56**	0	**348**
10:30PM	36	119	3	0	**158**	0	2	76	30	0	**108**	0	1	1	0	0	**2**	0	18	1	29	0	**48**	0	**316**
10:45PM	23	85	3	1	**112**	0	1	81	19	0	**101**	0	1	1	0	0	**2**	0	20	1	17	0	**38**	1	**253**
Hourly Total	115	475	16	1	**607**	0	11	381	95	0	**487**	0	5	6	9	0	**20**	0	90	7	105	1	**203**	2	**1317**
11:00PM	12	79	4	0	**95**	0	3	87	11	0	**101**	0	1	0	7	0	**8**	0	18	1	21	0	**40**	0	**244**
11:15PM	16	79	0	0	**95**	0	2	67	16	1	**86**	0	1	1	1	0	**3**	1	16	2	17	0	**35**	0	**219**
11:30PM	14	57	0	0	**71**	0	1	74	15	0	**90**	0	0	0	0	0	**0**	0	24	2	33	0	**59**	0	**220**
11:45PM	16	52	0	0	**68**	0	2	60	9	0	**71**	0	1	1	0	0	**2**	0	8	0	14	1	**23**	0	**164**
Hourly Total	58	267	4	0	**329**	0	8	288	51	1	**348**	0	3	2	8	0	**13**	1	66	5	85	1	**157**	0	**847**
Total	5528	22702	813	25	**29068**	27	715	22034	6045	14	**28808**	10	607	265	877	1	**1750**	8	5606	265	6168	16	**12055**	18	**71681**
% Approach	19.0%	78.1%	2.8%	0.1%	**-**	-	2.5%	76.5%	21.0%	0%	**-**	-	34.7%	15.1%	50.1%	0.1%	**-**	-	46.5%	2.2%	51.2%	0.1%	**-**	-	-
% Total	7.7%	31.7%	1.1%	0%	**40.6%**	-	1.0%	30.7%	8.4%	0%	**40.2%**	-	0.8%	0.4%	1.2%	0%	**2.4%**	-	7.8%	0.4%	8.6%	0%	**16.8%**	-	-
Lights	5414	22040	793	24	**28271**	-	713	21453	5930	14	**28110**	-	598	257	866	1	**1722**	-	5475	259	6032	16	**11782**	-	69885
% Lights	97.9%	97.1%	97.5%	96.0%	**97.3%**	-	99.7%	97.4%	98.1%	100%	**97.6%**	-	98.5%	97.0%	98.7%	100%	**98.4%**	-	97.7%	97.7%	97.8%	100%	**97.7%**	-	97.5%
Articulated Trucks	22	237	3	0	**262**	-	2	206	19	0	**227**	-	2	1	2	0	**5**	-	17	1	23	0	**41**	-	535
% Articulated Trucks	0.4%	1.0%	0.4%	0%	**0.9%**	-	0.3%	0.9%	0.3%	0%	**0.8%**	-	0.3%	0.4%	0.2%	0%	**0.3%**	-	0.3%	0.4%	0.4%	0%	**0.3%**	-	0.7%
Buses and Single-Unit Trucks	92	425	17	1	**535**	-	0	375	96	0	**471**	-	7	7	9	0	**23**	-	114	5	113	0	**232**	-	1261
% Buses and Single-Unit Trucks	1.7%	1.9%	2.1%	4.0%	**1.8%**	-	0%	1.7%	1.6%	0%	**1.6%**	-	1.2%	2.6%	1.0%	0%	**1.3%**	-	2.0%	1.9%	1.8%	0%	**1.9%**	-	1.8%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	96.3%	-	-	-	-	-	80.0%	-	-	-	-	-	62.5%	-	-	-	-	-	77.8%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	3.7%	-	-	-	-	-	20.0%	-	-	-	-	-	37.5%	-	-	-	-	-	22.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Nicollet Avenue (Court) - TMC
Tue Jun 18, 2019
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666800, Location: 44.744608, -93.280454

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 7:15AM	83	347	9	0	**439**	0	11	286	129	0	**426**	0	5	5	8	0	**18**	0	25	1	36	0	**62**	0	**945**
7:30AM	93	379	11	1	**484**	0	11	299	130	0	**440**	0	5	6	11	0	**22**	0	48	0	40	0	**88**	0	**1034**
7:45AM	121	352	19	0	**492**	0	20	350	158	0	**528**	0	13	5	11	0	**29**	0	44	0	60	0	**104**	0	**1153**
8:00AM	82	297	10	0	**389**	0	14	267	108	0	**389**	0	9	1	17	0	**27**	0	35	2	40	0	**77**	0	**882**
Total	379	1375	49	1	**1804**	0	56	1202	525	0	**1783**	0	32	17	47	0	**96**	0	152	3	176	0	**331**	0	**4014**
% Approach	21.0%	76.2%	2.7%	0.1%	**-**	-	3.1%	67.4%	29.4%	0%	**-**	-	33.3%	17.7%	49.0%	0%	**-**	-	45.9%	0.9%	53.2%	0%	**-**	-	-
% Total	9.4%	34.3%	1.2%	0%	**44.9%**	-	1.4%	29.9%	13.1%	0%	**44.4%**	-	0.8%	0.4%	1.2%	0%	**2.4%**	-	3.8%	0.1%	4.4%	0%	**8.2%**	-	-
PHF	0.783	0.907	0.645	0.250	**0.917**	-	0.700	0.859	0.831	-	**0.844**	-	0.615	0.708	0.691	-	**0.828**	-	0.792	0.375	0.733	-	**0.796**	-	0.870
Lights	372	1313	47	0	**1732**	-	56	1156	516	0	**1728**	-	31	17	46	0	**94**	-	141	3	172	0	**316**	-	3870
% Lights	98.2%	95.5%	95.9%	0%	**96.0%**	-	100%	96.2%	98.3%	0%	**96.9%**	-	96.9%	100%	97.9%	0%	**97.9%**	-	92.8%	100%	97.7%	0%	**95.5%**	-	96.4%
Articulated Trucks	2	18	1	0	**21**	-	0	23	2	0	**25**	-	1	0	1	0	**2**	-	1	0	1	0	**2**	-	50
% Articulated Trucks	0.5%	1.3%	2.0%	0%	**1.2%**	-	0%	1.9%	0.4%	0%	**1.4%**	-	3.1%	0%	2.1%	0%	**2.1%**	-	0.7%	0%	0.6%	0%	**0.6%**	-	1.2%
Buses and Single-Unit Trucks	5	44	1	1	**51**	-	0	23	7	0	**30**	-	0	0	0	0	**0**	-	10	0	3	0	**13**	-	94
% Buses and Single-Unit Trucks	1.3%	3.2%	2.0%	100%	**2.8%**	-	0%	1.9%	1.3%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	6.6%	0%	1.7%	0%	**3.9%**	-	2.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Nicollet Avenue (Court) - TMC
Tue Jun 18, 2019
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666800, Location: 44.744608, -93.280454

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						Nicollet Avenue Northbound						Nicollet Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 12:00PM	109	293	12	0	**414**	0	15	367	112	0	**494**	0	7	7	21	0	**35**	0	96	1	134	0	**231**	0	**1174**
12:15PM	100	337	9	0	**446**	0	11	324	102	0	**437**	1	7	6	10	0	**23**	0	91	4	140	0	**235**	0	**1141**
12:30PM	144	307	22	0	**473**	1	14	339	127	1	**481**	0	17	4	17	0	**38**	0	85	3	111	0	**199**	0	**1191**
12:45PM	117	321	14	1	**453**	1	10	339	123	0	**472**	0	6	2	13	0	**21**	0	90	5	130	0	**225**	0	**1171**
Total	470	1258	57	1	**1786**	2	50	1369	464	1	**1884**	1	37	19	61	0	**117**	0	362	13	515	0	**890**	0	**4677**
% Approach	26.3%	70.4%	3.2%	0.1%	-	-	2.7%	72.7%	24.6%	0.1%	-	-	31.6%	16.2%	52.1%	0%	-	-	40.7%	1.5%	57.9%	0%	-	-	-
% Total	10.0%	26.9%	1.2%	0%	**38.2%**	-	1.1%	29.3%	9.9%	0%	**40.3%**	-	0.8%	0.4%	1.3%	0%	**2.5%**	-	7.7%	0.3%	11.0%	0%	**19.0%**	-	-
PHF	0.816	0.933	0.648	0.250	**0.944**	-	0.833	0.933	0.913	0.250	**0.953**	-	0.544	0.679	0.726	-	**0.770**	-	0.943	0.650	0.920	-	**0.947**	-	0.982
Lights	460	1197	56	1	**1714**	-	50	1331	457	1	**1839**	-	35	19	60	0	**114**	-	358	13	502	0	**873**	-	4540
% Lights	97.9%	95.2%	98.2%	100%	**96.0%**	-	100%	97.2%	98.5%	100%	**97.6%**	-	94.6%	100%	98.4%	0%	**97.4%**	-	98.9%	100%	97.5%	0%	**98.1%**	-	97.1%
Articulated Trucks	4	24	1	0	**29**	-	0	16	2	0	**18**	-	0	0	0	0	**0**	-	2	0	2	0	**4**	-	51
% Articulated Trucks	0.9%	1.9%	1.8%	0%	**1.6%**	-	0%	1.2%	0.4%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0.6%	0%	0.4%	0%	**0.4%**	-	1.1%
Buses and Single-Unit Trucks	6	37	0	0	**43**	-	0	22	5	0	**27**	-	2	0	1	0	**3**	-	2	0	11	0	**13**	-	86
% Buses and Single-Unit Trucks	1.3%	2.9%	0%	0%	**2.4%**	-	0%	1.6%	1.1%	0%	**1.4%**	-	5.4%	0%	1.6%	0%	**2.6%**	-	0.6%	0%	2.1%	0%	**1.5%**	-	1.8%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

CSAH 42 & Nicollet Avenue (Court) - TMC
Tue Jun 18, 2019
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666800, Location: 44.744608, -93.280454

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-18 4:15PM	72	518	9	1	**600**	0	12	444	77	0	**533**	0	7	3	20	0	**30**	0	125	6	121	0	**252**	0	**1415**
4:30PM	79	516	21	1	**617**	0	9	486	79	0	**574**	0	8	3	24	0	**35**	0	127	4	141	0	**272**	0	**1498**
4:45PM	103	494	16	0	**613**	0	16	483	104	0	**603**	0	10	8	14	0	**32**	0	113	6	143	1	**263**	1	**1511**
5:00PM	64	501	12	1	**578**	0	5	470	77	0	**552**	0	17	4	20	0	**41**	0	143	6	157	0	**306**	0	**1477**
Total	318	2029	58	3	**2408**	0	42	1883	337	0	**2262**	0	42	18	78	0	**138**	0	508	22	562	1	**1093**	1	**5901**
% Approach	13.2%	84.3%	2.4%	0.1%	**-**	-	1.9%	83.2%	14.9%	0%	**-**	-	30.4%	13.0%	56.5%	0%	**-**	-	46.5%	2.0%	51.4%	0.1%	**-**	-	-
% Total	5.4%	34.4%	1.0%	0.1%	**40.8%**	-	0.7%	31.9%	5.7%	0%	**38.3%**	-	0.7%	0.3%	1.3%	0%	**2.3%**	-	8.6%	0.4%	9.5%	0%	**18.5%**	-	-
PHF	0.772	0.979	0.690	0.750	**0.976**	-	0.656	0.969	0.810	-	**0.938**	-	0.618	0.563	0.813	-	**0.841**	-	0.888	0.917	0.895	0.250	**0.893**	-	0.976
Lights	315	2001	57	3	**2376**	-	42	1852	334	0	**2228**	-	42	17	78	0	**137**	-	501	22	556	1	**1080**	-	5821
% Lights	99.1%	98.6%	98.3%	100%	**98.7%**	-	100%	98.4%	99.1%	0%	**98.5%**	-	100%	94.4%	100%	0%	**99.3%**	-	98.6%	100%	98.9%	100%	**98.8%**	-	98.6%
Articulated Trucks	1	9	0	0	**10**	-	0	8	1	0	**9**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	20
% Articulated Trucks	0.3%	0.4%	0%	0%	**0.4%**	-	0%	0.4%	0.3%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.2%	0%	**0.1%**	-	0.3%
Buses and Single-Unit Trucks	2	19	1	0	**22**	-	0	23	2	0	**25**	-	0	1	0	0	**1**	-	7	0	5	0	**12**	-	60
% Buses and Single-Unit Trucks	0.6%	0.9%	1.7%	0%	**0.9%**	-	0%	1.2%	0.6%	0%	**1.1%**	-	0%	5.6%	0%	0%	**0.7%**	-	1.4%	0%	0.9%	0%	**1.1%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Thu Jun 13, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666777, Location: 44.739452, -93.268289

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 12:00AM	2	37	9	1	**49**	0	1	21	3	0	**25**	0	2	2	4	0	**8**	0	5	7	5	0	**17**	0	**99**
12:15AM	1	31	7	0	**39**	0	5	17	0	0	**22**	0	3	2	2	0	**7**	0	1	0	0	0	**1**	0	**69**
12:30AM	5	15	6	0	**26**	0	0	15	3	0	**18**	0	0	1	0	0	**1**	0	1	3	0	0	**4**	0	**49**
12:45AM	2	19	4	0	**25**	0	2	21	2	0	**25**	1	1	0	2	0	**3**	0	1	3	2	0	**6**	0	**59**
Hourly Total	10	102	26	1	**139**	0	8	74	8	0	**90**	1	6	5	8	0	**19**	0	8	13	7	0	**28**	0	**276**
1:00AM	3	16	4	1	**24**	0	2	7	5	0	**14**	0	2	2	0	0	**4**	0	0	3	0	0	**3**	0	**45**
1:15AM	4	13	5	0	**22**	0	1	4	0	0	**5**	0	2	0	3	0	**5**	0	1	2	1	0	**4**	0	**36**
1:30AM	3	19	2	0	**24**	0	3	7	0	0	**10**	0	2	0	0	0	**2**	0	3	0	3	0	**6**	0	**42**
1:45AM	1	15	7	0	**23**	0	0	12	0	0	**12**	0	3	2	0	0	**5**	0	2	0	0	0	**2**	0	**42**
Hourly Total	11	63	18	1	**93**	0	6	30	5	0	**41**	0	9	4	3	0	**16**	0	6	5	4	0	**15**	0	**165**
2:00AM	1	14	7	0	**22**	0	0	6	0	0	**6**	0	4	1	1	0	**6**	0	4	0	5	0	**9**	0	**43**
2:15AM	4	9	2	0	**15**	0	1	10	1	0	**12**	0	4	0	0	0	**4**	0	0	0	2	0	**2**	0	**33**
2:30AM	1	7	1	0	**9**	0	1	9	0	0	**10**	1	3	0	0	0	**3**	1	2	0	1	0	**3**	0	**25**
2:45AM	1	14	3	0	**18**	0	0	9	1	0	**10**	0	1	0	1	0	**2**	0	0	0	0	0	**0**	0	**30**
Hourly Total	7	44	13	0	**64**	0	2	34	2	0	**38**	1	12	1	2	0	**15**	1	6	0	8	0	**14**	0	**131**
3:00AM	1	5	2	0	**8**	0	0	5	0	0	**5**	0	0	0	2	0	**2**	0	1	0	1	0	**2**	0	**17**
3:15AM	3	8	1	0	**12**	0	3	13	0	0	**16**	0	3	0	0	0	**3**	0	1	0	2	0	**3**	0	**34**
3:30AM	0	9	1	0	**10**	0	1	17	0	0	**18**	0	5	1	1	0	**7**	0	0	1	1	0	**2**	0	**37**
3:45AM	0	10	1	0	**11**	0	0	14	0	0	**14**	0	2	0	1	0	**3**	0	0	2	1	0	**3**	0	**31**
Hourly Total	4	32	5	0	**41**	0	4	49	0	0	**53**	0	10	1	4	0	**15**	0	2	3	5	0	**10**	0	**119**
4:00AM	1	11	4	0	**16**	0	0	19	0	0	**19**	0	7	0	2	0	**9**	0	0	1	2	0	**3**	0	**47**
4:15AM	1	14	5	0	**20**	0	1	23	0	0	**24**	0	8	0	0	0	**8**	0	0	0	8	0	**8**	0	**60**
4:30AM	1	10	3	0	**14**	0	0	26	1	0	**27**	0	6	2	1	0	**9**	0	1	0	6	0	**7**	0	**57**
4:45AM	1	19	1	0	**21**	0	0	26	5	0	**31**	0	3	1	2	0	**6**	0	1	0	6	0	**7**	0	**65**
Hourly Total	4	54	13	0	**71**	0	1	94	6	0	**101**	0	24	3	5	0	**32**	0	2	1	22	0	**25**	0	**229**
5:00AM	2	17	6	0	**25**	0	1	38	5	0	**44**	0	9	1	1	0	**11**	0	0	1	10	0	**11**	0	**91**
5:15AM	0	27	0	0	**27**	0	4	78	4	0	**86**	0	16	1	5	0	**22**	0	0	0	11	0	**11**	0	**146**
5:30AM	2	43	1	0	**46**	0	0	80	10	0	**90**	0	21	3	4	0	**28**	0	4	3	12	0	**19**	0	**183**
5:45AM	4	43	4	0	**51**	0	1	85	17	0	**103**	0	21	3	2	0	**26**	0	6	2	17	0	**25**	0	**205**
Hourly Total	8	130	11	0	**149**	0	6	281	36	0	**323**	0	67	8	12	0	**87**	0	10	6	50	0	**66**	0	**625**
6:00AM	5	41	2	0	**48**	0	2	103	21	0	**126**	0	26	3	6	0	**35**	0	3	3	28	0	**34**	0	**243**
6:15AM	11	70	2	0	**83**	1	2	149	23	0	**174**	0	25	9	9	0	**43**	0	3	7	25	0	**35**	0	**335**
6:30AM	7	83	2	0	**92**	0	6	168	38	0	**212**	0	40	14	7	0	**61**	0	5	6	23	0	**34**	0	**399**
6:45AM	10	86	2	0	**98**	0	6	173	58	0	**237**	0	30	17	5	0	**52**	0	8	5	21	0	**34**	0	**421**
Hourly Total	33	280	8	0	**321**	1	16	593	140	0	**749**	0	121	43	27	0	**191**	0	19	21	97	0	**137**	0	**1398**
7:00AM	7	82	2	0	**91**	0	4	134	23	0	**161**	0	38	21	11	0	**70**	0	9	7	22	0	**38**	0	**360**
7:15AM	11	129	5	0	**145**	0	4	181	50	0	**235**	0	34	14	11	0	**59**	0	9	6	26	0	**41**	0	**480**
7:30AM	16	141	10	0	**167**	0	7	182	56	1	**246**	1	35	20	9	0	**64**	1	21	9	22	0	**52**	0	**529**
7:45AM	14	151	13	0	**178**	0	8	188	52	0	**248**	1	27	34	10	0	**71**	0	9	18	8	0	**35**	0	**532**
Hourly Total	48	503	30	0	**581**	0	23	685	181	1	**890**	2	134	89	41	0	**264**	1	48	40	78	0	**166**	0	**1901**
8:00AM	10	102	4	0	**116**	0	6	179	34	0	**219**	3	35	29	9	0	**73**	0	11	8	23	0	**42**	1	**450**
8:15AM	18	120	10	1	**149**	0	3	177	39	0	**219**	1	35	24	9	0	**68**	0	15	18	21	0	**54**	0	**490**
8:30AM	16	146	17	0	**179**	0	5	165	49	0	**219**	0	31	22	7	0	**60**	0	17	10	19	0	**46**	0	**504**
8:45AM	7	153	9	0	**169**	0	7	164	52	0	**223**	0	22	30	12	0	**64**	0	24	11	24	0	**59**	0	**515**
Hourly Total	51	521	40	1	**613**	0	21	685	174	0	**880**	4	123	105	37	0	**265**	0	67	47	87	0	**201**	1	**1959**
9:00AM	17	147	12	0	**176**	1	5	145	33	0	**183**	0	27	10	10	0	**47**	0	25	20	14	0	**59**	0	**465**
9:15AM	10	137	10	1	**158**	0	10	155	24	0	**189**	0	27	22	17	0	**66**	0	22	21	16	0	**59**	0	**472**
9:30AM	14	145	16	0	**175**	2	10	185	34	0	**229**	0	22	18	16	2	**58**	0	28	21	26	0	**75**	0	**537**
9:45AM	13	164	15	0	**192**	0	9	164	41	0	**214**	0	30	15	20	1	**66**	0	20	13	23	0	**56**	0	**528**
Hourly Total	54	593	53	1	**701**	3	34	649	132	0	**815**	0	106	65	63	3	**237**	0	95	75	79	0	**249**	0	**2002**
10:00AM	15	130	16	0	**161**	0	17	180	28	0	**225**	0	22	28	14	0	**64**	0	19	16	21	0	**56**	0	**506**
10:15AM	12	163	13	0	**188**	2	13	165	36	0	**214**	0	27	22	15	0	**64**	0	25	20	22	0	**67**	0	**533**
10:30AM	10	167	10	0	**187**	0	10	173	28	0	**211**	3	37	20	14	0	**71**	0	21	19	21	0	**61**	0	**530**
10:45AM	11	169	16	0	**196**	0	13	195	33	0	**241**	1	16	22	10	0	**48**	0	11	21	22	0	**54**	0	**539**
Hourly Total	48	629	55	0	**732**	2	53	713	125	0	**891**	4	102	92	53	0	**247**	0	76	76	86	0	**238**	0	**2108**
11:00AM	11	166	16	1	**194**	1	15	182	23	0	**220**	2	28	14	16	0	**58**	1	25	21	23	0	**69**	0	**541**
11:15AM	10	202	14	0	**226**	1	12	186	31	0	**229**	0	29	18	15	0	**62**	0	26	22	16	0	**64**	0	**581**
11:30AM	9	186	13	0	**208**	1	19	212	26	0	**257**	0	27	22	15	0	**64**	0	28	16	15	0	**59**	0	**588**
11:45AM	13	192	25	1	**231**	1	12	213	38	0	**263**	0	31	23	25	1	**80**	2	45	20	13	0	**78**	0	**652**
Hourly Total	43	746	68	2	**859**	4	58	793	118	0	**969**	2	115	77	71	1	**264**	3	124	79	67	0	**270**	0	**2362**
12:00PM	12	224	15	0	**251**	0	17	230	24	0	**271**	0	46	21	21	0	**88**	0	45	36	14	0	**95**	0	**705**
12:15PM	18	210	11	0	**239**	2	19	171	24	0	**214**	0	42	17	24	0	**83**	0	51	28	13	0	**92**	0	**628**
12:30PM	14	218	14	1	**247**	0	13	241	26	0	**280**	0	29	32	28	0	**89**	0	32	26	14	0	**72**	0	**688**
12:45PM	14	179	24	0	**217**	0	22	180	24	0	**226**	0	31	25	22	0	**78**	0	14	17	15	0	**46**	0	**567**
Hourly Total	58	831	64	1	**954**	2	71	822	98	0	**991**	0	148	95	95	0	**338**	0	142	107	56	0	**305**	0	**2588**
1:00PM	14	196	22	0	**232**	0	14	205	25	0	**244**	1	32	19	14	0	**65**	1	25	20	15	0	**60**	0	**601**
1:15PM	16	187	14	1	**218**	1	16	165	17	1	**199**	2	21	17	23	0	**61**	2	33	27	26	0	**86**	1	**564**
1:30PM	15	209	20	1	**245**	0	18	195	25	0	**238**	1	29	22	22	0	**73**	0	23	27	20	0	**70**	0	**626**
1:45PM	20	194	21	0	**235**	0	16	189	21	0	**226**	0	28	22	18	0	**68**	1	35	16	20	0	**71**	0	**600**
Hourly Total	65	786	77	2	**930**	1	64	754	88	1	**907**	4	110	80	77	0	**267**	4	116	90	81	0	**287**	1	**2391**
2:00PM	15	232	19	0	**266**	0	11	193	23	0	**227**	1	28	18	18	0	**64**	2	26	27	12	0	**65**	0	**622**
2:15PM	14	234	17	1	**266**	1	24	207	29	0	**260**	1	26	11	24	0	**61**	2	23	20	22	0	**65**	0	**652**
2:30PM	13	215	16	0	**244**	0	16	193	30	0	**239**	0	28	27	30	0	**85**	0	38	29	19	0	**86**	0	**654**
2:45PM	16	245	21	1	**283**	1	18	214	31	1	**264**	0	26	32	28	0	**86**	0	41	19	10	0	**70**	0	**703**
Hourly Total	58	926	73	2	**1059**	2	69	807	113	1	**990**	2	108	88	100	0	**296**	4	128	95	63	0	**286**	0	**2631**

Leg	CSAH 42						CSAH 42						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
3:00PM	18	224	19	1	**262**	1	14	208	33	0	**255**	0	28	9	30	0	**67**	0	47	25	23	0	**95**	1	**679**
3:15PM	26	264	27	0	**317**	2	17	201	21	0	**239**	3	22	15	25	0	**62**	0	45	27	16	0	**88**	0	**706**
3:30PM	6	293	27	0	**326**	0	23	241	28	0	**292**	1	25	14	25	0	**64**	1	48	26	25	0	**99**	0	**781**
3:45PM	21	283	21	0	**325**	1	25	187	25	1	**238**	0	29	24	18	0	**71**	0	39	27	11	0	**77**	0	**711**
Hourly Total	71	1064	94	1	**1230**	4	79	837	107	1	**1024**	4	104	62	98	0	**264**	1	179	105	75	0	**359**	1	**2877**
4:00PM	24	224	23	0	**271**	1	27	182	23	0	**232**	0	33	21	26	0	**80**	2	33	25	20	0	**78**	0	**661**
4:15PM	14	265	21	0	**300**	1	22	226	17	0	**265**	0	36	16	18	0	**70**	0	48	30	23	0	**101**	0	**736**
4:30PM	16	283	28	0	**327**	1	20	235	31	0	**286**	4	15	19	24	0	**58**	0	43	36	18	0	**97**	1	**768**
4:45PM	16	358	21	2	**397**	0	15	194	25	0	**234**	2	27	20	18	0	**65**	0	48	35	18	1	**102**	0	**798**
Hourly Total	70	1130	93	2	**1295**	3	84	837	96	0	**1017**	6	111	76	86	0	**273**	2	172	126	79	1	**378**	1	**2963**
5:00PM	18	301	34	0	**353**	0	19	224	22	0	**265**	1	46	26	23	0	**95**	0	54	40	32	0	**126**	1	**839**
5:15PM	12	315	27	0	**354**	0	18	211	25	0	**254**	1	37	23	25	0	**85**	0	26	30	16	0	**72**	2	**765**
5:30PM	20	318	26	1	**365**	0	19	202	19	1	**241**	0	26	23	12	1	**62**	0	29	23	17	0	**69**	0	**737**
5:45PM	13	340	37	0	**390**	0	26	206	22	0	**254**	0	17	21	21	0	**59**	0	24	30	17	0	**71**	0	**774**
Hourly Total	63	1274	124	1	**1462**	0	82	843	88	1	**1014**	2	126	93	81	1	**301**	0	133	123	82	0	**338**	3	**3115**
6:00PM	12	267	24	1	**304**	1	18	222	17	0	**257**	0	29	23	27	0	**79**	0	24	19	17	0	**60**	1	**700**
6:15PM	34	208	18	0	**260**	0	27	188	20	1	**236**	2	26	20	20	0	**66**	0	21	22	13	0	**56**	0	**618**
6:30PM	24	205	20	0	**249**	0	15	178	13	0	**206**	0	22	17	26	0	**65**	0	23	18	23	0	**64**	1	**584**
6:45PM	10	230	28	0	**268**	2	12	127	26	0	**165**	2	22	18	23	0	**63**	0	23	17	14	0	**54**	2	**550**
Hourly Total	80	910	90	1	**1081**	3	72	715	76	1	**864**	4	99	78	96	0	**273**	0	91	76	67	0	**234**	4	**2452**
7:00PM	18	196	19	0	**233**	0	21	144	9	0	**174**	0	26	13	14	0	**53**	0	25	19	13	0	**57**	0	**517**
7:15PM	12	245	21	0	**278**	1	12	176	18	0	**206**	1	25	15	22	0	**62**	1	20	11	10	0	**41**	0	**587**
7:30PM	15	196	28	1	**240**	0	16	165	10	1	**192**	1	17	11	18	1	**47**	0	23	21	15	0	**59**	0	**538**
7:45PM	10	176	31	1	**218**	1	8	141	3	0	**152**	0	19	9	19	1	**48**	1	26	14	15	0	**55**	0	**473**
Hourly Total	55	813	99	2	**969**	2	57	626	40	1	**724**	2	87	48	73	2	**210**	2	94	65	53	0	**212**	0	**2115**
8:00PM	10	169	21	1	**201**	0	20	163	6	0	**189**	2	18	11	15	0	**44**	0	11	8	11	0	**30**	0	**464**
8:15PM	19	179	17	1	**216**	0	12	168	13	0	**193**	3	12	5	15	0	**32**	0	11	13	19	0	**43**	0	**484**
8:30PM	11	179	19	0	**209**	1	8	164	12	3	**187**	1	23	9	11	0	**43**	0	12	8	10	0	**30**	1	**469**
8:45PM	18	177	15	0	**210**	1	13	140	7	0	**160**	2	12	8	13	0	**33**	1	8	7	14	0	**29**	0	**432**
Hourly Total	58	704	72	2	**836**	2	53	635	38	3	**729**	8	65	33	54	0	**152**	1	42	36	54	0	**132**	1	**1849**
9:00PM	13	131	15	0	**159**	0	7	171	5	0	**183**	2	16	15	7	0	**38**	0	7	9	10	0	**26**	0	**406**
9:15PM	13	129	23	0	**165**	0	7	129	7	0	**143**	0	19	8	11	0	**38**	0	16	10	8	0	**34**	0	**380**
9:30PM	11	136	20	0	**167**	0	7	78	10	0	**95**	0	10	11	11	0	**32**	0	6	14	10	0	**30**	0	**324**
9:45PM	15	99	9	0	**123**	0	6	80	12	0	**98**	0	16	12	5	0	**33**	0	5	5	4	0	**14**	0	**268**
Hourly Total	52	495	67	0	**614**	0	27	458	34	0	**519**	2	61	46	34	0	**141**	0	34	38	32	0	**104**	0	**1378**
10:00PM	11	98	15	0	**124**	0	5	89	9	0	**103**	0	19	4	5	0	**28**	1	9	5	8	0	**22**	0	**277**
10:15PM	9	75	15	0	**99**	0	3	70	7	0	**80**	0	7	7	3	0	**17**	0	8	4	3	0	**15**	0	**211**
10:30PM	9	66	6	0	**81**	0	5	44	9	0	**58**	0	10	1	6	0	**17**	0	3	3	3	0	**9**	0	**165**
10:45PM	5	50	17	0	**72**	0	2	41	10	0	**53**	0	6	2	1	0	**9**	0	6	3	4	0	**13**	0	**147**
Hourly Total	34	289	53	0	**376**	0	15	244	35	0	**294**	0	42	14	15	0	**71**	1	26	15	18	0	**59**	0	**800**
11:00PM	2	53	18	0	**73**	0	5	41	1	0	**47**	0	7	4	4	0	**15**	0	9	5	4	0	**18**	0	**153**
11:15PM	8	46	14	0	**68**	0	5	35	5	0	**45**	0	4	2	6	0	**12**	0	4	1	2	0	**7**	0	**132**
11:30PM	3	40	9	0	**52**	0	0	29	1	1	**31**	0	8	2	1	0	**11**	0	14	0	1	0	**15**	0	**109**
11:45PM	3	29	10	0	**42**	0	3	30	2	0	**35**	0	1	2	0	0	**3**	0	7	2	5	0	**14**	0	**94**
Hourly Total	16	168	51	0	**235**	0	13	135	9	1	**158**	0	20	10	11	0	**41**	0	34	8	12	0	**54**	0	**488**
Total	1001	13087	1297	20	**15405**	29	918	12393	1749	11	**15071**	48	1910	1216	1146	7	**4279**	20	1654	1250	1262	1	**4167**	12	**38922**
% Approach	6.5%	85.0%	8.4%	0.1%	**-**	-	6.1%	82.2%	11.6%	0.1%	**-**	-	44.6%	28.4%	26.8%	0.2%	**-**	-	39.7%	30.0%	30.3%	0%	**-**	-	-
% Total	2.6%	33.6%	3.3%	0.1%	**39.6%**	-	2.4%	31.8%	4.5%	0%	**38.7%**	-	4.9%	3.1%	2.9%	0%	**11.0%**	-	4.2%	3.2%	3.2%	0%	**10.7%**	-	-
Lights	950	12746	1275	20	**14991**	-	906	12045	1731	11	**14693**	-	1882	1202	1117	7	**4208**	-	1635	1240	1250	1	**4126**	-	38018
% Lights	94.9%	97.4%	98.3%	100%	**97.3%**	-	98.7%	97.2%	99.0%	100%	**97.5%**	-	98.5%	98.8%	97.5%	100%	**98.3%**	-	98.9%	99.2%	99.0%	100%	**99.0%**	-	97.7%
Articulated Trucks	2	121	6	0	**129**	-	0	120	1	0	**121**	-	3	0	5	0	**8**	-	0	0	0	0	**0**	-	258
% Articulated Trucks	0.2%	0.9%	0.5%	0%	**0.8%**	-	0%	1.0%	0.1%	0%	**0.8%**	-	0.2%	0%	0.4%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses and Single-Unit Trucks	49	220	16	0	**285**	-	12	228	17	0	**257**	-	25	14	24	0	**63**	-	19	10	12	0	**41**	-	646
% Buses and Single-Unit Trucks	4.9%	1.7%	1.2%	0%	**1.9%**	-	1.3%	1.8%	1.0%	0%	**1.7%**	-	1.3%	1.2%	2.1%	0%	**1.5%**	-	1.1%	0.8%	1.0%	0%	**1.0%**	-	1.7%
Pedestrians	-	-	-	-	-	21	-	-	-	-	-	29	-	-	-	-	-	10	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	72.4%	-	-	-	-	-	60.4%	-	-	-	-	-	50.0%	-	-	-	-	-	58.3%	-
Bicycles on Crosswalk	-	-	-	-	-	8	-	-	-	-	-	19	-	-	-	-	-	10	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	27.6%	-	-	-	-	-	39.6%	-	-	-	-	-	50.0%	-	-	-	-	-	41.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Thu Jun 13, 2019
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666777, Location: 44.739452, -93.268289

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 10:00AM	15	130	16	0	**161**	0	17	180	28	0	**225**	0	22	28	14	0	**64**	0	19	16	21	0	**56**	0	**506**
10:15AM	12	163	13	0	**188**	2	13	165	36	0	**214**	0	27	22	15	0	**64**	0	25	20	22	0	**67**	0	**533**
10:30AM	10	167	10	0	**187**	0	10	173	28	0	**211**	3	37	20	14	0	**71**	0	21	19	21	0	**61**	0	**530**
10:45AM	11	169	16	0	**196**	0	13	195	33	0	**241**	1	16	22	10	0	**48**	0	11	21	22	0	**54**	0	**539**
Total	48	629	55	0	**732**	2	53	713	125	0	**891**	4	102	92	53	0	**247**	0	76	76	86	0	**238**	0	**2108**
% Approach	6.6%	85.9%	7.5%	0%	**-**	-	5.9%	80.0%	14.0%	0%	**-**	-	41.3%	37.2%	21.5%	0%	**-**	-	31.9%	31.9%	36.1%	0%	**-**	-	-
% Total	2.3%	29.8%	2.6%	0%	**34.7%**	-	2.5%	33.8%	5.9%	0%	**42.3%**	-	4.8%	4.4%	2.5%	0%	**11.7%**	-	3.6%	3.6%	4.1%	0%	**11.3%**	-	-
PHF	0.800	0.930	0.859	-	**0.934**	-	0.779	0.914	0.868	-	**0.924**	-	0.689	0.821	0.883	-	**0.870**	-	0.760	0.905	0.977	-	**0.888**	-	0.978
Lights	45	603	50	0	**698**	-	53	681	121	0	**855**	-	99	90	50	0	**239**	-	76	75	86	0	**237**	-	2029
% Lights	93.8%	95.9%	90.9%	0%	**95.4%**	-	100%	95.5%	96.8%	0%	**96.0%**	-	97.1%	97.8%	94.3%	0%	**96.8%**	-	100%	98.7%	100%	0%	**99.6%**	-	96.3%
Articulated Trucks	0	9	1	0	**10**	-	0	15	0	0	**15**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	26
% Articulated Trucks	0%	1.4%	1.8%	0%	**1.4%**	-	0%	2.1%	0%	0%	**1.7%**	-	0%	0%	1.9%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses and Single-Unit Trucks	3	17	4	0	**24**	-	0	17	4	0	**21**	-	3	2	2	0	**7**	-	0	1	0	0	**1**	-	53
% Buses and Single-Unit Trucks	6.3%	2.7%	7.3%	0%	**3.3%**	-	0%	2.4%	3.2%	0%	**2.4%**	-	2.9%	2.2%	3.8%	0%	**2.8%**	-	0%	1.3%	0%	0%	**0.4%**	-	2.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Thu Jun 13, 2019
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666777, Location: 44.739452, -93.268289

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-13 11:45AM	13	192	25	1	**231**	1	12	213	38	0	**263**	0	31	23	25	1	**80**	2	45	20	13	0	**78**	0	**652**
12:00PM	12	224	15	0	**251**	0	17	230	24	0	**271**	0	46	21	21	0	**88**	0	45	36	14	0	**95**	0	**705**
12:15PM	18	210	11	0	**239**	2	19	171	24	0	**214**	0	42	17	24	0	**83**	0	51	28	13	0	**92**	0	**628**
12:30PM	14	218	14	1	**247**	0	13	241	26	0	**280**	0	29	32	28	0	**89**	0	32	26	14	0	**72**	0	**688**
Total	57	844	65	2	**968**	3	61	855	112	0	**1028**	0	148	93	98	1	**340**	2	173	110	54	0	**337**	0	**2673**
% Approach	5.9%	87.2%	6.7%	0.2%	**-**	-	5.9%	83.2%	10.9%	0%	**-**	-	43.5%	27.4%	28.8%	0.3%	**-**	-	51.3%	32.6%	16.0%	0%	**-**	-	-
% Total	2.1%	31.6%	2.4%	0.1%	**36.2%**	-	2.3%	32.0%	4.2%	0%	**38.5%**	-	5.5%	3.5%	3.7%	0%	**12.7%**	-	6.5%	4.1%	2.0%	0%	**12.6%**	-	-
PHF	0.792	0.942	0.650	0.500	**0.964**	-	0.803	0.887	0.737	-	**0.918**	-	0.804	0.727	0.875	0.250	**0.955**	-	0.848	0.764	0.964	-	**0.887**	-	0.948
Lights	52	811	64	2	**929**	-	61	825	112	0	**998**	-	144	92	96	1	**333**	-	172	110	54	0	**336**	-	2596
% Lights	91.2%	96.1%	98.5%	100%	**96.0%**	-	100%	96.5%	100%	0%	**97.1%**	-	97.3%	98.9%	98.0%	100%	**97.9%**	-	99.4%	100%	100%	0%	**99.7%**	-	97.1%
Articulated Trucks	0	13	0	0	**13**	-	0	12	0	0	**12**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	25
% Articulated Trucks	0%	1.5%	0%	0%	**1.3%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	5	20	1	0	**26**	-	0	18	0	0	**18**	-	4	1	2	0	**7**	-	1	0	0	0	**1**	-	52
% Buses and Single-Unit Trucks	8.8%	2.4%	1.5%	0%	**2.7%**	-	0%	2.1%	0%	0%	**1.8%**	-	2.7%	1.1%	2.0%	0%	**2.1%**	-	0.6%	0%	0%	0%	**0.3%**	-	1.9%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Thu Jun 13, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666777, Location: 44.739452, -93.268289

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 4:30PM	16	283	28	0	**327**	1	20	235	31	0	**286**	4	15	19	24	0	**58**	0	43	36	18	0	**97**	1	**768**
4:45PM	16	358	21	2	**397**	0	15	194	25	0	**234**	2	27	20	18	0	**65**	0	48	35	18	1	**102**	0	**798**
5:00PM	18	301	34	0	**353**	0	19	224	22	0	**265**	1	46	26	23	0	**95**	0	54	40	32	0	**126**	1	**839**
5:15PM	12	315	27	0	**354**	0	18	211	25	0	**254**	1	37	23	25	0	**85**	0	26	30	16	0	**72**	2	**765**
Total	62	1257	110	2	**1431**	1	72	864	103	0	**1039**	8	125	88	90	0	**303**	0	171	141	84	1	**397**	4	**3170**
% Approach	4.3%	87.8%	7.7%	0.1%	**-**	-	6.9%	83.2%	9.9%	0%	**-**	-	41.3%	29.0%	29.7%	0%	**-**	-	43.1%	35.5%	21.2%	0.3%	**-**	-	-
% Total	2.0%	39.7%	3.5%	0.1%	**45.1%**	-	2.3%	27.3%	3.2%	0%	**32.8%**	-	3.9%	2.8%	2.8%	0%	**9.6%**	-	5.4%	4.4%	2.6%	0%	**12.5%**	-	-
PHF	0.861	0.878	0.809	0.250	**0.901**	-	0.900	0.919	0.831	-	**0.908**	-	0.679	0.846	0.900	-	**0.797**	-	0.792	0.881	0.656	0.250	**0.788**	-	0.945
Lights	61	1242	108	2	**1413**	-	71	847	102	0	**1020**	-	125	87	89	0	**301**	-	171	141	83	1	**396**	-	3130
% Lights	98.4%	98.8%	98.2%	100%	**98.7%**	-	98.6%	98.0%	99.0%	0%	**98.2%**	-	100%	98.9%	98.9%	0%	**99.3%**	-	100%	100%	98.8%	100%	**99.7%**	-	98.7%
Articulated Trucks	0	4	0	0	**4**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	11	2	0	**14**	-	1	12	1	0	**14**	-	0	1	1	0	**2**	-	0	0	1	0	**1**	-	31
% Buses and Single-Unit Trucks	1.6%	0.9%	1.8%	0%	**1.0%**	-	1.4%	1.4%	1.0%	0%	**1.3%**	-	0%	1.1%	1.1%	0%	**0.7%**	-	0%	0%	1.2%	0%	**0.3%**	-	1.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	62.5%	-	-	-	-	-	-	-	-	-	-	-	25.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	37.5%	-	-	-	-	-	-	-	-	-	-	-	75.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672328, Location: 44.739452, -93.268289

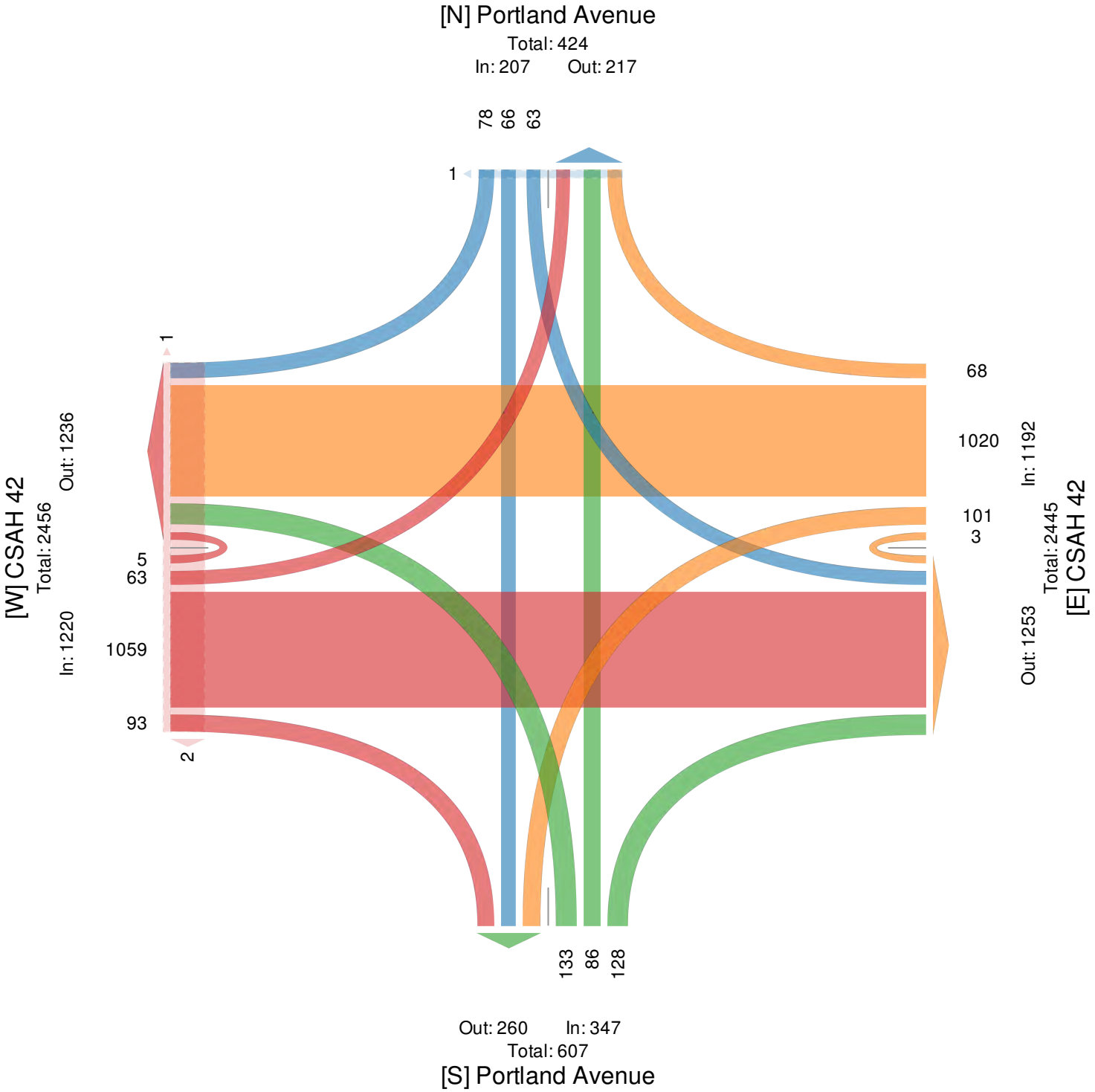
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	CSAH 42						CSAH 42						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	13	266	23	3	**305**	0	17	234	13	1	**265**	0	28	16	24	0	**68**	0	20	2	19	0	**41**	0	**679**
1:15PM	10	286	29	1	**326**	0	28	265	14	0	**307**	0	31	21	32	0	**84**	0	9	25	23	0	**57**	0	**774**
1:30PM	20	250	23	0	**293**	1	30	277	21	1	**329**	0	47	29	32	0	**108**	0	18	19	19	0	**56**	1	**786**
1:45PM	20	257	18	1	**296**	2	26	244	20	1	**291**	0	27	20	40	0	**87**	0	16	20	17	0	**53**	0	**727**
Hourly Total	63	1059	93	5	**1220**	3	101	1020	68	3	**1192**	0	133	86	128	0	**347**	0	63	66	78	0	**207**	1	**2966**
Total	63	1059	93	5	**1220**	3	101	1020	68	3	**1192**	0	133	86	128	0	**347**	0	63	66	78	0	**207**	1	**2966**
% Approach	5.2%	86.8%	7.6%	0.4%	-	-	8.5%	85.6%	5.7%	0.3%	-	-	38.3%	24.8%	36.9%	0%	-	-	30.4%	31.9%	37.7%	0%	-	-	-
% Total	2.1%	35.7%	3.1%	0.2%	**41.1%**	-	3.4%	34.4%	2.3%	0.1%	**40.2%**	-	4.5%	2.9%	4.3%	0%	**11.7%**	-	2.1%	2.2%	2.6%	0%	**7.0%**	-	-
Lights	62	1051	93	5	**1211**	-	100	1012	68	3	**1183**	-	133	85	126	0	**344**	-	63	66	78	0	**207**	-	2945
% Lights	98.4%	99.2%	100%	100%	**99.3%**	-	99.0%	99.2%	100%	100%	**99.2%**	-	100%	98.8%	98.4%	0%	**99.1%**	-	100%	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	1	0	0	**1**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	1	7	0	0	**8**	-	1	5	0	0	**6**	-	0	1	2	0	**3**	-	0	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	1.6%	0.7%	0%	0%	**0.7%**	-	1.0%	0.5%	0%	0%	**0.5%**	-	0%	1.2%	1.6%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672328, Location: 44.739452, -93.268289

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Portland Avenue & CSAH 42 - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672328, Location: 44.739452, -93.268289

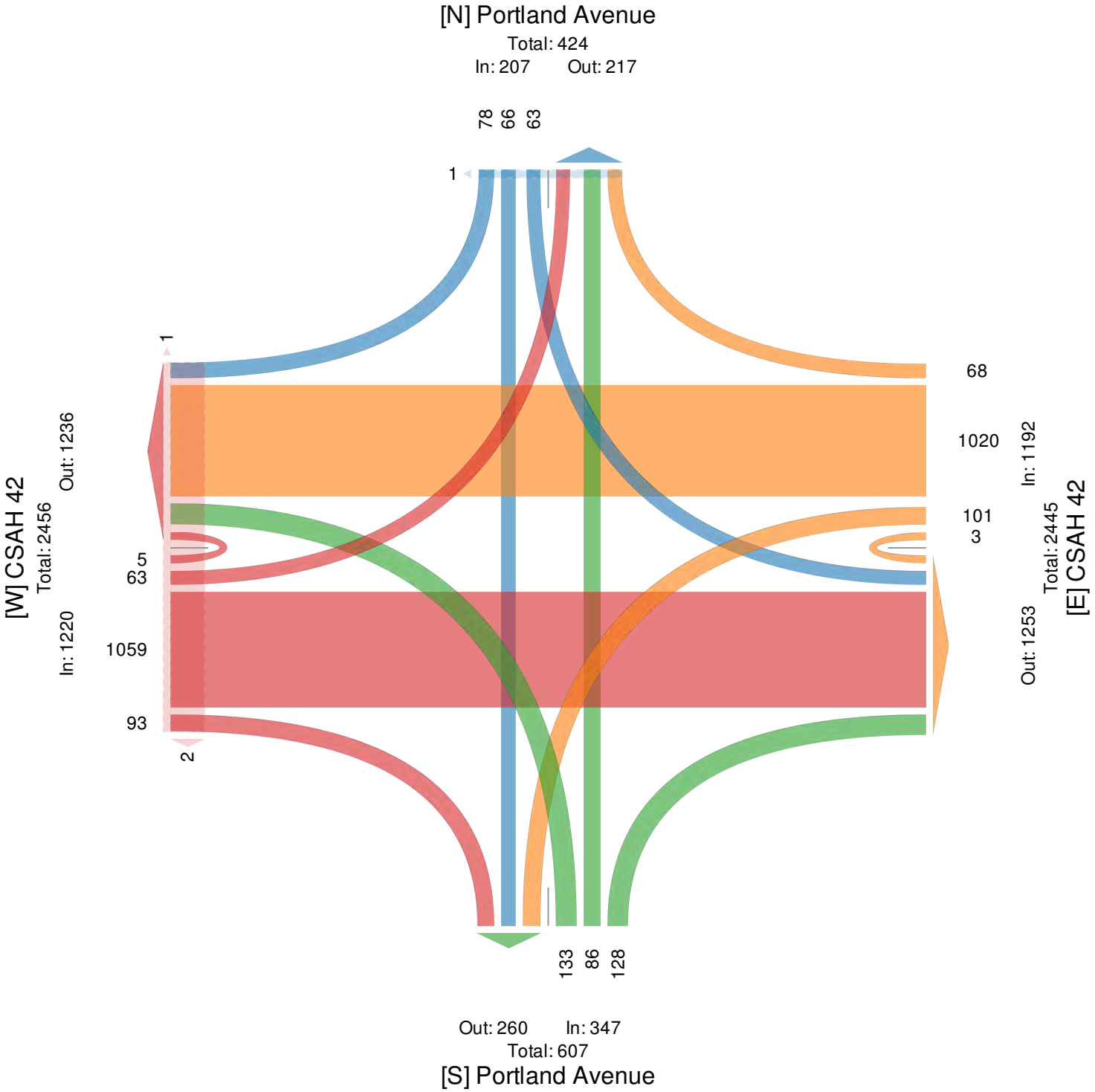
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	CSAH 42 Eastbound						CSAH 42 Westbound						Portland Avenue Northbound						Portland Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	13	266	23	3	**305**	0	17	234	13	1	**265**	0	28	16	24	0	**68**	0	20	2	19	0	**41**	0	**679**
1:15PM	10	286	29	1	**326**	0	28	265	14	0	**307**	0	31	21	32	0	**84**	0	9	25	23	0	**57**	0	**774**
1:30PM	20	250	23	0	**293**	1	30	277	21	1	**329**	0	47	29	32	0	**108**	0	18	19	19	0	**56**	1	**786**
1:45PM	20	257	18	1	**296**	2	26	244	20	1	**291**	0	27	20	40	0	**87**	0	16	20	17	0	**53**	0	**727**
Total	63	1059	93	5	**1220**	3	101	1020	68	3	**1192**	0	133	86	128	0	**347**	0	63	66	78	0	**207**	1	**2966**
% Approach	5.2%	86.8%	7.6%	0.4%	**-**	-	8.5%	85.6%	5.7%	0.3%	**-**	-	38.3%	24.8%	36.9%	0%	**-**	-	30.4%	31.9%	37.7%	0%	**-**	-	-
% Total	2.1%	35.7%	3.1%	0.2%	**41.1%**	-	3.4%	34.4%	2.3%	0.1%	**40.2%**	-	4.5%	2.9%	4.3%	0%	**11.7%**	-	2.1%	2.2%	2.6%	0%	**7.0%**	-	-
PHF	0.788	0.926	0.802	0.417	**0.936**	-	0.842	0.921	0.810	0.750	**0.906**	-	0.707	0.741	0.800		**0.803**	-	0.788	0.660	0.848		**0.908**	-	0.943
Lights	62	1051	93	5	**1211**	-	100	1012	68	3	**1183**	-	133	85	126	0	**344**	-	63	66	78	0	**207**	-	2945
% Lights	98.4%	99.2%	100%	100%	**99.3%**	-	99.0%	99.2%	100%	100%	**99.2%**	-	100%	98.8%	98.4%	0%	**99.1%**	-	100%	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	1	0	0	**1**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	1	7	0	0	**8**	-	1	5	0	0	**6**	-	0	1	2	0	**3**	-	0	0	0	0	**0**	-	17
% Buses and Single-Unit Trucks	1.6%	0.7%	0%	0%	**0.7%**	-	1.0%	0.5%	0%	0%	**0.5%**	-	0%	1.2%	1.6%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & CSAH 42 - TMC
Sat Jun 15, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672328, Location: 44.739452, -93.268289

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



McAndrews Road & 141st Street - TMC

Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666810, Location: 44.749589, -93.296491

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	McAndrews Road Eastbound					McAndrews Road Westbound					141st Street Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	54	4	0	**58**	0	1	58	0	**59**	0	3	1	0	**4**	0	**121**
7:15AM	71	4	0	**75**	0	3	63	1	**67**	0	1	1	0	**2**	0	**144**
7:30AM	83	5	0	**88**	0	0	79	0	**79**	0	4	3	0	**7**	0	**174**
7:45AM	117	6	0	**123**	1	2	88	0	**90**	0	3	0	0	**3**	0	**216**
Hourly Total	325	19	0	**344**	1	6	288	1	**295**	0	11	5	0	**16**	0	**655**
4:30PM	128	32	0	**160**	0	6	195	0	**201**	0	30	11	0	**41**	0	**402**
4:45PM	130	27	0	**157**	0	8	193	0	**201**	0	21	5	0	**26**	0	**384**
Hourly Total	258	59	0	**317**	0	14	388	0	**402**	0	51	16	0	**67**	0	**786**
5:00PM	191	36	0	**227**	0	5	183	0	**188**	0	28	10	0	**38**	0	**453**
5:15PM	141	37	0	**178**	0	7	153	0	**160**	0	27	12	0	**39**	0	**377**
Hourly Total	332	73	0	**405**	0	12	336	0	**348**	0	55	22	0	**77**	0	**830**
2019-06-22 1:00PM	126	44	0	**170**	0	6	112	0	**118**	0	33	9	0	**42**	0	**330**
1:15PM	111	27	0	**138**	0	10	109	0	**119**	0	40	13	0	**53**	1	**310**
1:30PM	128	40	1	**169**	0	12	122	0	**134**	0	34	15	0	**49**	1	**352**
1:45PM	120	34	0	**154**	0	8	119	0	**127**	0	35	17	0	**52**	0	**333**
Hourly Total	485	145	1	**631**	0	36	462	0	**498**	0	142	54	0	**196**	2	**1325**
Total	1400	296	1	**1697**	1	68	1474	1	**1543**	0	259	97	0	**356**	2	**3596**
% Approach	82.5%	17.4%	0.1%	**-**	-	4.4%	95.5%	0.1%	**-**	-	72.8%	27.2%	0%	**-**	-	-
% Total	38.9%	8.2%	0%	**47.2%**	-	1.9%	41.0%	0%	**42.9%**	-	7.2%	2.7%	0%	**9.9%**	-	-
Lights	1377	295	1	**1673**	-	68	1460	1	**1529**	-	257	97	0	**354**	-	3556
% Lights	98.4%	99.7%	100%	**98.6%**	-	100%	99.1%	100%	**99.1%**	-	99.2%	100%	0%	**99.4%**	-	98.9%
Articulated Trucks	1	1	0	**2**	-	0	0	0	**0**	-	1	0	0	**1**	-	3
% Articulated Trucks	0.1%	0.3%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.3%**	-	0.1%
Buses and Single-Unit Trucks	22	0	0	**22**	-	0	14	0	**14**	-	1	0	0	**1**	-	37
% Buses and Single-Unit Trucks	1.6%	0%	0%	**1.3%**	-	0%	0.9%	0%	**0.9%**	-	0.4%	0%	0%	**0.3%**	-	1.0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & 141st Street - TMC

Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666810, Location: 44.749589, -93.296491

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound					141st Street Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	54	4	0	**58**	0	1	58	0	**59**	0	3	1	0	**4**	0	**121**
7:15AM	71	4	0	**75**	0	3	63	1	**67**	0	1	1	0	**2**	0	**144**
7:30AM	83	5	0	**88**	0	0	79	0	**79**	0	4	3	0	**7**	0	**174**
7:45AM	117	6	0	**123**	1	2	88	0	**90**	0	3	0	0	**3**	0	**216**
Total	325	19	0	**344**	1	6	288	1	**295**	0	11	5	0	**16**	0	**655**
% Approach	94.5%	5.5%	0%	**-**	-	2.0%	97.6%	0.3%	**-**	-	68.8%	31.3%	0%	**-**	-	**-**
% Total	49.6%	2.9%	0%	**52.5%**	-	0.9%	44.0%	0.2%	**45.0%**	-	1.7%	0.8%	0%	**2.4%**	-	**-**
PHF	0.694	0.792	-	**0.699**	-	0.500	0.818	0.250	**0.819**	-	0.688	0.417	-	**0.571**	-	0.758
Lights	311	18	0	**329**	-	6	284	1	**291**	-	10	5	0	**15**	-	635
% Lights	95.7%	94.7%	0%	**95.6%**	-	100%	98.6%	100%	**98.6%**	-	90.9%	100%	0%	**93.8%**	-	96.9%
Articulated Trucks	1	1	0	**2**	-	0	0	0	**0**	-	0	0	0	**0**	-	2
% Articulated Trucks	0.3%	5.3%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	13	0	0	**13**	-	0	4	0	**4**	-	1	0	0	**1**	-	18
% Buses and Single-Unit Trucks	4.0%	0%	0%	**3.8%**	-	0%	1.4%	0%	**1.4%**	-	9.1%	0%	0%	**6.3%**	-	2.7%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & 141st Street - TMC

Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666810, Location: 44.749589, -93.296491

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	McAndrews Road Eastbound					McAndrews Road Westbound					141st Street Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	128	32	0	**160**	0	6	195	0	**201**	0	30	11	0	**41**	0	**402**
4:45PM	130	27	0	**157**	0	8	193	0	**201**	0	21	5	0	**26**	0	**384**
5:00PM	191	36	0	**227**	0	5	183	0	**188**	0	28	10	0	**38**	0	**453**
5:15PM	141	37	0	**178**	0	7	153	0	**160**	0	27	12	0	**39**	0	**377**
Total	590	132	0	**722**	0	26	724	0	**750**	0	106	38	0	**144**	0	**1616**
% Approach	81.7%	18.3%	0%	**-**	-	3.5%	96.5%	0%	**-**	-	73.6%	26.4%	0%	**-**	-	**-**
% Total	36.5%	8.2%	0%	**44.7%**	-	1.6%	44.8%	0%	**46.4%**	-	6.6%	2.4%	0%	**8.9%**	-	**-**
PHF	0.772	0.892	-	**0.795**	-	0.813	0.928	-	**0.933**	-	0.883	0.792	-	**0.878**	-	0.892
Lights	585	132	0	**717**	-	26	718	0	**744**	-	106	38	0	**144**	-	1605
% Lights	99.2%	100%	0%	**99.3%**	-	100%	99.2%	0%	**99.2%**	-	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	5	0	0	**5**	-	0	6	0	**6**	-	0	0	0	**0**	-	11
% Buses and Single-Unit Trucks	0.8%	0%	0%	**0.7%**	-	0%	0.8%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & 141st Street - TMC

Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666810, Location: 44.749589, -93.296491

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	McAndrews Road Eastbound					McAndrews Road Westbound					141st Street Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-22 1:00PM	126	44	0	**170**	0	6	112	0	**118**	0	33	9	0	**42**	0	**330**
1:15PM	111	27	0	**138**	0	10	109	0	**119**	0	40	13	0	**53**	1	**310**
1:30PM	128	40	1	**169**	0	12	122	0	**134**	0	34	15	0	**49**	1	**352**
1:45PM	120	34	0	**154**	0	8	119	0	**127**	0	35	17	0	**52**	0	**333**
Total	485	145	1	**631**	0	36	462	0	**498**	0	142	54	0	**196**	2	**1325**
% Approach	76.9%	23.0%	0.2%	**-**	-	7.2%	92.8%	0%	**-**	-	72.4%	27.6%	0%	**-**	-	**-**
% Total	36.6%	10.9%	0.1%	**47.6%**	-	2.7%	34.9%	0%	**37.6%**	-	10.7%	4.1%	0%	**14.8%**	-	**-**
PHF	0.947	0.824	0.250	**0.928**	-	0.750	0.947	-	**0.929**	-	0.888	0.794	-	**0.925**	-	0.941
Lights	481	145	1	**627**	-	36	458	0	**494**	-	141	54	0	**195**	-	1316
% Lights	99.2%	100%	100%	**99.4%**	-	100%	99.1%	0%	**99.2%**	-	99.3%	100%	0%	**99.5%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.7%	0%	0%	**0.5%**	-	0.1%
Buses and Single-Unit Trucks	4	0	0	**4**	-	0	4	0	**4**	-	0	0	0	**0**	-	8
% Buses and Single-Unit Trucks	0.8%	0%	0%	**0.6%**	-	0%	0.9%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC

Thu Jun 20, 2019
Full Length (2 AM-11 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666819, Location: 44.752091, -93.287939

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road					McAndrews Road					Aldrich Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 2:00AM	3	0	0	**3**	0	0	3	0	**3**	0	1	2	0	**3**	0	**9**
2:15AM	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	**2**
2:30AM	1	0	0	**1**	0	0	2	0	**2**	0	0	1	0	**1**	0	**4**
2:45AM	2	1	0	**3**	0	0	3	0	**3**	0	0	0	0	**0**	0	**6**
Hourly Total	7	1	0	**8**	0	0	9	0	**9**	0	1	3	0	**4**	0	**21**
3:00AM	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	**2**
3:15AM	3	0	0	**3**	0	0	1	0	**1**	0	0	0	0	**0**	0	**4**
3:30AM	4	0	0	**4**	0	1	2	0	**3**	0	0	2	0	**2**	0	**9**
3:45AM	1	0	0	**1**	0	2	3	0	**5**	0	0	1	0	**1**	0	**7**
Hourly Total	9	0	0	**9**	0	3	7	0	**10**	0	0	3	0	**3**	0	**22**
4:00AM	2	0	0	**2**	0	1	3	0	**4**	0	0	0	0	**0**	0	**6**
4:15AM	0	0	0	**0**	0	1	3	0	**4**	0	0	1	0	**1**	0	**5**
4:30AM	6	0	0	**6**	0	1	13	0	**14**	0	1	1	0	**2**	0	**22**
4:45AM	6	0	0	**6**	0	2	15	0	**17**	0	0	0	0	**0**	0	**23**
Hourly Total	14	0	0	**14**	0	5	34	0	**39**	0	1	2	0	**3**	0	**56**
5:00AM	5	4	0	**9**	0	0	14	0	**14**	0	0	1	0	**1**	0	**24**
5:15AM	17	0	0	**17**	0	2	19	0	**21**	0	1	1	0	**2**	0	**40**
5:30AM	20	0	0	**20**	0	0	25	0	**25**	0	0	3	0	**3**	0	**48**
5:45AM	22	3	0	**25**	0	3	29	0	**32**	0	0	4	0	**4**	0	**61**
Hourly Total	64	7	0	**71**	0	5	87	0	**92**	0	1	9	0	**10**	0	**173**
6:00AM	33	0	0	**33**	0	3	35	0	**38**	0	0	2	0	**2**	0	**73**
6:15AM	45	2	0	**47**	0	3	38	0	**41**	0	0	2	0	**2**	0	**90**
6:30AM	57	2	0	**59**	1	8	53	0	**61**	0	0	2	0	**2**	1	**122**
6:45AM	72	1	0	**73**	0	8	68	0	**76**	0	3	9	0	**12**	0	**161**
Hourly Total	207	5	0	**212**	1	22	194	0	**216**	0	3	15	0	**18**	1	**446**
7:00AM	64	3	0	**67**	0	8	61	0	**69**	0	4	3	0	**7**	0	**143**
7:15AM	80	5	0	**85**	0	5	74	0	**79**	0	2	9	0	**11**	0	**175**
7:30AM	96	0	0	**96**	0	9	80	0	**89**	0	1	6	0	**7**	0	**192**
7:45AM	118	3	0	**121**	0	21	99	0	**120**	0	3	11	0	**14**	0	**255**
Hourly Total	358	11	0	**369**	0	43	314	0	**357**	0	10	29	0	**39**	0	**765**
8:00AM	96	6	0	**102**	0	11	83	0	**94**	0	6	12	0	**18**	0	**214**
8:15AM	90	7	0	**97**	2	19	100	0	**119**	1	5	24	0	**29**	0	**245**
8:30AM	86	6	0	**92**	0	19	83	0	**102**	0	7	21	0	**28**	0	**222**
8:45AM	98	12	0	**110**	0	16	96	1	**113**	0	4	10	0	**14**	0	**237**
Hourly Total	370	31	0	**401**	2	65	362	1	**428**	1	22	67	0	**89**	0	**918**
9:00AM	99	7	0	**106**	0	37	96	0	**133**	0	5	19	0	**24**	0	**263**
9:15AM	83	10	0	**93**	1	32	90	0	**122**	0	8	25	0	**33**	0	**248**
9:30AM	94	12	0	**106**	2	34	118	1	**153**	0	5	35	0	**40**	0	**299**
9:45AM	93	17	0	**110**	0	44	114	0	**158**	0	11	25	0	**36**	0	**304**
Hourly Total	369	46	0	**415**	3	147	418	1	**566**	0	29	104	0	**133**	0	**1114**
10:00AM	112	16	0	**128**	2	43	114	0	**157**	0	5	31	1	**37**	1	**322**
10:15AM	100	12	0	**112**	1	41	101	0	**142**	0	11	56	0	**67**	0	**321**
10:30AM	124	16	0	**140**	0	38	113	0	**151**	0	7	37	0	**44**	0	**335**
10:45AM	117	23	0	**140**	0	46	123	0	**169**	0	9	59	0	**68**	0	**377**
Hourly Total	453	67	0	**520**	3	168	451	0	**619**	0	32	183	1	**216**	1	**1355**
11:00AM	112	11	0	**123**	4	60	107	1	**168**	0	13	55	0	**68**	0	**359**
11:15AM	98	16	0	**114**	0	48	125	1	**174**	0	10	55	1	**66**	0	**354**
11:30AM	119	16	0	**135**	1	44	130	0	**174**	1	17	51	0	**68**	0	**377**
11:45AM	132	22	0	**154**	1	41	146	0	**187**	0	18	64	0	**82**	1	**423**
Hourly Total	461	65	0	**526**	6	193	508	2	**703**	1	58	225	1	**284**	1	**1513**
12:00PM	131	27	0	**158**	0	65	132	0	**197**	0	18	68	0	**86**	0	**441**
12:15PM	157	21	0	**178**	0	60	145	0	**205**	0	17	84	0	**101**	0	**484**
12:30PM	155	19	0	**174**	1	60	134	0	**194**	0	29	71	0	**100**	0	**468**

Leg	McAndrews Road					McAndrews Road					Aldrich Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
12:45PM	168	19	0	**187**	0	54	121	0	**175**	0	16	74	1	**91**	0	**453**
Hourly Total	611	86	0	**697**	1	239	532	0	**771**	0	80	297	1	**378**	0	**1846**
1:00PM	153	17	0	**170**	0	56	146	1	**203**	1	28	63	0	**91**	3	**464**
1:15PM	137	14	0	**151**	0	55	127	2	**184**	0	19	72	0	**91**	1	**426**
1:30PM	144	14	0	**158**	0	65	146	1	**212**	0	19	62	0	**81**	0	**451**
1:45PM	159	19	0	**178**	0	55	115	0	**170**	0	18	74	0	**92**	2	**440**
Hourly Total	593	64	0	**657**	0	231	534	4	**769**	1	84	271	0	**355**	6	**1781**
2:00PM	143	15	0	**158**	0	38	139	0	**177**	0	16	56	0	**72**	1	**407**
2:15PM	138	9	0	**147**	0	47	130	1	**178**	0	22	66	0	**88**	1	**413**
2:30PM	137	12	1	**150**	0	37	124	1	**162**	1	12	54	0	**66**	0	**378**
2:45PM	146	12	0	**158**	0	51	160	0	**211**	0	18	60	0	**78**	0	**447**
Hourly Total	564	48	1	**613**	0	173	553	2	**728**	1	68	236	0	**304**	2	**1645**
3:00PM	141	12	0	**153**	1	52	120	0	**172**	0	17	54	0	**71**	0	**396**
3:15PM	161	17	0	**178**	0	44	143	0	**187**	1	10	87	0	**97**	0	**462**
3:30PM	149	18	0	**167**	0	38	160	0	**198**	0	16	64	0	**80**	0	**445**
3:45PM	182	16	0	**198**	1	48	157	0	**205**	0	15	63	0	**78**	0	**481**
Hourly Total	633	63	0	**696**	2	182	580	0	**762**	1	58	268	0	**326**	0	**1784**
4:00PM	150	16	0	**166**	0	55	186	0	**241**	1	20	64	0	**84**	1	**491**
4:15PM	158	18	0	**176**	0	56	190	1	**247**	0	15	64	0	**79**	0	**502**
4:30PM	158	16	0	**174**	0	64	181	0	**245**	0	28	68	0	**96**	0	**515**
4:45PM	160	18	0	**178**	0	74	210	0	**284**	0	18	85	0	**103**	0	**565**
Hourly Total	626	68	0	**694**	0	249	767	1	**1017**	1	81	281	0	**362**	1	**2073**
5:00PM	198	21	0	**219**	0	57	192	0	**249**	0	24	73	0	**97**	0	**565**
5:15PM	152	22	0	**174**	0	53	186	1	**240**	0	17	76	0	**93**	0	**507**
5:30PM	151	13	0	**164**	0	65	144	0	**209**	0	21	69	0	**90**	0	**463**
5:45PM	130	14	0	**144**	0	77	138	1	**216**	0	16	62	0	**78**	0	**438**
Hourly Total	631	70	0	**701**	0	252	660	2	**914**	0	78	280	0	**358**	0	**1973**
6:00PM	141	17	1	**159**	0	45	145	0	**190**	0	21	69	0	**90**	1	**439**
6:15PM	137	14	0	**151**	0	49	146	0	**195**	0	16	53	0	**69**	1	**415**
6:30PM	143	12	0	**155**	0	67	116	1	**184**	0	9	70	0	**79**	0	**418**
6:45PM	127	24	0	**151**	3	43	114	0	**157**	0	23	68	1	**92**	1	**400**
Hourly Total	548	67	1	**616**	3	204	521	1	**726**	0	69	260	1	**330**	3	**1672**
7:00PM	118	14	0	**132**	0	34	98	0	**132**	0	17	60	0	**77**	0	**341**
7:15PM	107	12	0	**119**	0	40	84	0	**124**	0	15	56	0	**71**	0	**314**
7:30PM	95	14	0	**109**	0	35	85	1	**121**	0	16	51	0	**67**	0	**297**
7:45PM	75	7	0	**82**	0	27	78	0	**105**	0	25	49	0	**74**	0	**261**
Hourly Total	395	47	0	**442**	0	136	345	1	**482**	0	73	216	0	**289**	0	**1213**
8:00PM	109	9	0	**118**	1	30	100	1	**131**	0	9	52	0	**61**	0	**310**
8:15PM	77	4	0	**81**	0	21	64	0	**85**	0	17	48	1	**66**	0	**232**
8:30PM	82	3	0	**85**	0	23	76	0	**99**	0	13	46	0	**59**	0	**243**
8:45PM	67	6	0	**73**	0	19	73	0	**92**	0	12	48	0	**60**	0	**225**
Hourly Total	335	22	0	**357**	1	93	313	1	**407**	0	51	194	1	**246**	0	**1010**
9:00PM	57	6	0	**63**	0	13	45	0	**58**	0	6	36	2	**44**	0	**165**
9:15PM	46	3	0	**49**	0	15	52	0	**67**	0	8	32	0	**40**	0	**156**
9:30PM	46	4	0	**50**	0	11	42	0	**53**	0	4	25	0	**29**	0	**132**
9:45PM	40	2	0	**42**	2	9	41	0	**50**	0	12	21	0	**33**	0	**125**
Hourly Total	189	15	0	**204**	2	48	180	0	**228**	0	30	114	2	**146**	0	**578**
10:00PM	37	4	0	**41**	0	1	37	0	**38**	0	2	22	0	**24**	0	**103**
10:15PM	22	0	0	**22**	0	2	23	1	**26**	0	3	20	0	**23**	0	**71**
10:30PM	29	2	0	**31**	0	1	21	0	**22**	0	1	8	0	**9**	0	**62**
10:45PM	11	0	0	**11**	0	3	24	0	**27**	0	1	13	0	**14**	0	**52**
Hourly Total	99	6	0	**105**	0	7	105	1	**113**	0	7	63	0	**70**	0	**288**
Total	7536	789	2	**8327**	24	2465	7474	17	**9956**	6	836	3120	7	**3963**	15	**22246**
% Approach	90.5%	9.5%	0%	**-**	-	24.8%	75.1%	0.2%	**-**	-	21.1%	78.7%	0.2%	**-**	-	-
% Total	33.9%	3.5%	0%	**37.4%**	-	11.1%	33.6%	0.1%	**44.8%**	-	3.8%	14.0%	0%	**17.8%**	-	-
Lights	7469	768	2	**8239**	-	2445	7412	16	**9873**	-	812	3092	7	**3911**	-	22023
% Lights	99.1%	97.3%	100%	**98.9%**	-	99.2%	99.2%	94.1%	**99.2%**	-	97.1%	99.1%	100%	**98.7%**	-	99.0%
Articulated Trucks	6	1	0	**7**	-	0	7	0	**7**	-	2	6	0	**8**	-	22
% Articulated Trucks	0.1%	0.1%	0%	**0.1%**	-	0%	0.1%	0%	**0.1%**	-	0.2%	0.2%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	61	20	0	**81**	-	20	55	1	**76**	-	22	22	0	**44**	-	201

Leg	McAndrews Road					McAndrews Road					Aldrich Avenue					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
% Buses and Single-Unit Trucks	0.8%	2.5%	0%	**1.0%**	-	0.8%	0.7%	5.9%	**0.8%**	-	2.6%	0.7%	0%	**1.1%**	-	0.9%
Pedestrians	-	-	-	-	9	-	-	-	-	2	-	-	-	-	9	
% Pedestrians	-	-	-	-	37.5%	-	-	-	-	33.3%	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	15	-	-	-	-	4	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	62.5%	-	-	-	-	66.7%	-	-	-	-	40.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC
Thu Jun 20, 2019
AM Peak (10 AM - 11 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666819, Location: 44.752091, -93.287939

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound					Aldrich Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 10:00AM	112	16	0	**128**	2	43	114	0	**157**	0	5	31	1	**37**	1	**322**
10:15AM	100	12	0	**112**	1	41	101	0	**142**	0	11	56	0	**67**	0	**321**
10:30AM	124	16	0	**140**	0	38	113	0	**151**	0	7	37	0	**44**	0	**335**
10:45AM	117	23	0	**140**	0	46	123	0	**169**	0	9	59	0	**68**	0	**377**
Total	453	67	0	**520**	3	168	451	0	**619**	0	32	183	1	**216**	1	**1355**
% Approach	87.1%	12.9%	0%	**-**	-	27.1%	72.9%	0%	**-**	-	14.8%	84.7%	0.5%	**-**	-	**-**
% Total	33.4%	4.9%	0%	**38.4%**	-	12.4%	33.3%	0%	**45.7%**	-	2.4%	13.5%	0.1%	**15.9%**	-	**-**
PHF	0.913	0.728	-	**0.929**	-	0.913	0.917	-	**0.916**	-	0.727	0.775	0.250	**0.794**	-	0.899
Lights	450	66	0	**516**	-	166	443	0	**609**	-	30	180	1	**211**	-	1336
% Lights	99.3%	98.5%	0%	**99.2%**	-	98.8%	98.2%	0%	**98.4%**	-	93.8%	98.4%	100%	**97.7%**	-	98.6%
Articulated Trucks	0	0	0	**0**	-	0	2	0	**2**	-	0	1	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0.4%	0%	**0.3%**	-	0%	0.5%	0%	**0.5%**	-	0.2%
Buses and Single-Unit Trucks	3	1	0	**4**	-	2	6	0	**8**	-	2	2	0	**4**	-	16
% Buses and Single-Unit Trucks	0.7%	1.5%	0%	**0.8%**	-	1.2%	1.3%	0%	**1.3%**	-	6.3%	1.1%	0%	**1.9%**	-	1.2%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC

Thu Jun 20, 2019
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666819, Location: 44.752091, -93.287939

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound					Aldrich Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 12:00PM	131	27	0	**158**	0	65	132	0	**197**	0	18	68	0	**86**	0	**441**
12:15PM	157	21	0	**178**	0	60	145	0	**205**	0	17	84	0	**101**	0	**484**
12:30PM	155	19	0	**174**	1	60	134	0	**194**	0	29	71	0	**100**	0	**468**
12:45PM	168	19	0	**187**	0	54	121	0	**175**	0	16	74	1	**91**	0	**453**
Total	611	86	0	**697**	1	239	532	0	**771**	0	80	297	1	**378**	0	**1846**
% Approach	87.7%	12.3%	0%	**-**	-	31.0%	69.0%	0%	**-**	-	21.2%	78.6%	0.3%	**-**	-	-
% Total	33.1%	4.7%	0%	**37.8%**	-	12.9%	28.8%	0%	**41.8%**	-	4.3%	16.1%	0.1%	**20.5%**	-	-
PHF	0.909	0.796	-	**0.932**	-	0.919	0.917	-	**0.940**	-	0.690	0.884	0.250	**0.936**	-	0.954
Lights	606	85	0	**691**	-	238	529	0	**767**	-	79	295	1	**375**	-	1833
% Lights	99.2%	98.8%	0%	**99.1%**	-	99.6%	99.4%	0%	**99.5%**	-	98.8%	99.3%	100%	**99.2%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	5	1	0	**6**	-	1	3	0	**4**	-	1	2	0	**3**	-	13
% Buses and Single-Unit Trucks	0.8%	1.2%	0%	**0.9%**	-	0.4%	0.6%	0%	**0.5%**	-	1.3%	0.7%	0%	**0.8%**	-	0.7%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC

Thu Jun 20, 2019
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666819, Location: 44.752091, -93.287939

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound					Aldrich Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	158	16	0	**174**	0	64	181	0	**245**	0	28	68	0	**96**	0	**515**
4:45PM	160	18	0	**178**	0	74	210	0	**284**	0	18	85	0	**103**	0	**565**
5:00PM	198	21	0	**219**	0	57	192	0	**249**	0	24	73	0	**97**	0	**565**
5:15PM	152	22	0	**174**	0	53	186	1	**240**	0	17	76	0	**93**	0	**507**
Total	668	77	0	**745**	0	248	769	1	**1018**	0	87	302	0	**389**	0	**2152**
% Approach	89.7%	10.3%	0%	**-**	-	24.4%	75.5%	0.1%	**-**	-	22.4%	77.6%	0%	**-**	-	-
% Total	31.0%	3.6%	0%	**34.6%**	-	11.5%	35.7%	0%	**47.3%**	-	4.0%	14.0%	0%	**18.1%**	-	-
PHF	0.843	0.875	-	**0.850**	-	0.838	0.915	0.250	**0.896**	-	0.777	0.888	-	**0.944**	-	0.952
Lights	663	76	0	**739**	-	247	766	0	**1013**	-	85	300	0	**385**	-	2137
% Lights	99.3%	98.7%	0%	**99.2%**	-	99.6%	99.6%	0%	**99.5%**	-	97.7%	99.3%	0%	**99.0%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.3%	0%	**0.3%**	-	0%
Buses and Single-Unit Trucks	5	1	0	**6**	-	1	3	1	**5**	-	2	1	0	**3**	-	14
% Buses and Single-Unit Trucks	0.7%	1.3%	0%	**0.8%**	-	0.4%	0.4%	100%	**0.5%**	-	2.3%	0.3%	0%	**0.8%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC

Sat Jun 22, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672360, Location: 44.752091, -93.287939

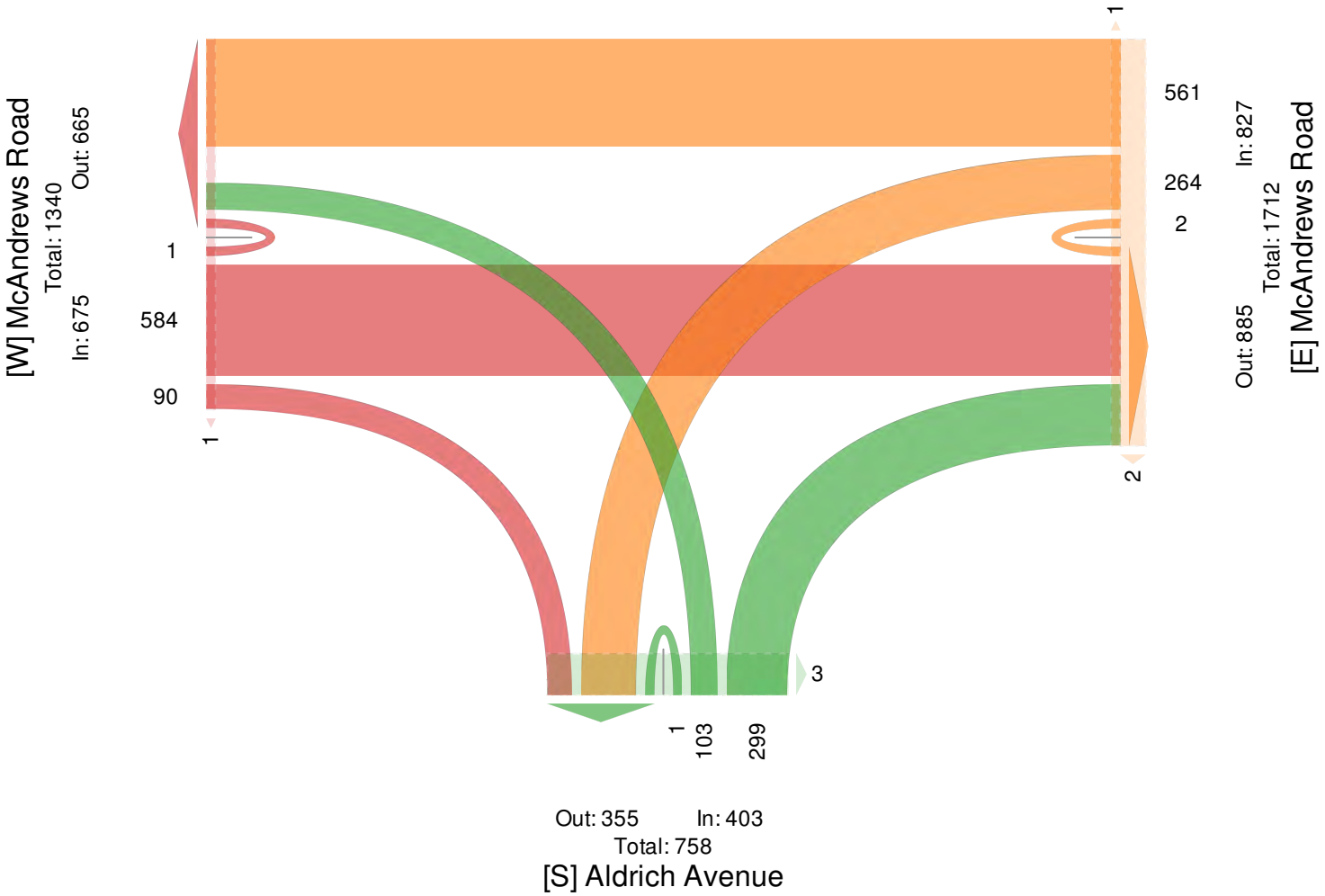
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound					Aldrich Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-22 1:00PM	136	24	0	**160**	0	50	141	1	**192**	1	29	81	0	**110**	1	**462**
1:15PM	145	20	0	**165**	0	69	126	0	**195**	2	33	77	0	**110**	2	**470**
1:30PM	155	22	0	**177**	0	71	149	1	**221**	0	18	78	1	**97**	0	**495**
1:45PM	148	24	1	**173**	1	74	145	0	**219**	0	23	63	0	**86**	0	**478**
Hourly Total	584	90	1	**675**	1	264	561	2	**827**	3	103	299	1	**403**	3	**1905**
Total	584	90	1	**675**	1	264	561	2	**827**	3	103	299	1	**403**	3	**1905**
% Approach	86.5%	13.3%	0.1%	**-**	-	31.9%	67.8%	0.2%	**-**	-	25.6%	74.2%	0.2%	**-**	-	**-**
% Total	30.7%	4.7%	0.1%	**35.4%**	-	13.9%	29.4%	0.1%	**43.4%**	-	5.4%	15.7%	0.1%	**21.2%**	-	**-**
Lights	578	89	1	**668**	-	264	558	2	**824**	-	102	299	1	**402**	-	1894
% Lights	99.0%	98.9%	100%	**99.0%**	-	100%	99.5%	100%	**99.6%**	-	99.0%	100%	100%	**99.8%**	-	99.4%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	1.0%	0%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	6	1	0	**7**	-	0	3	0	**3**	-	0	0	0	**0**	-	10
% Buses and Single-Unit Trucks	1.0%	1.1%	0%	**1.0%**	-	0%	0.5%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	3	
% Pedestrians	-	-	-	-	0%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC
Sat Jun 22, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672360, Location: 44.752091, -93.287939

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



McAndrews Road & Aldrich Avenue - TMC

Sat Jun 22, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672360, Location: 44.752091, -93.287939

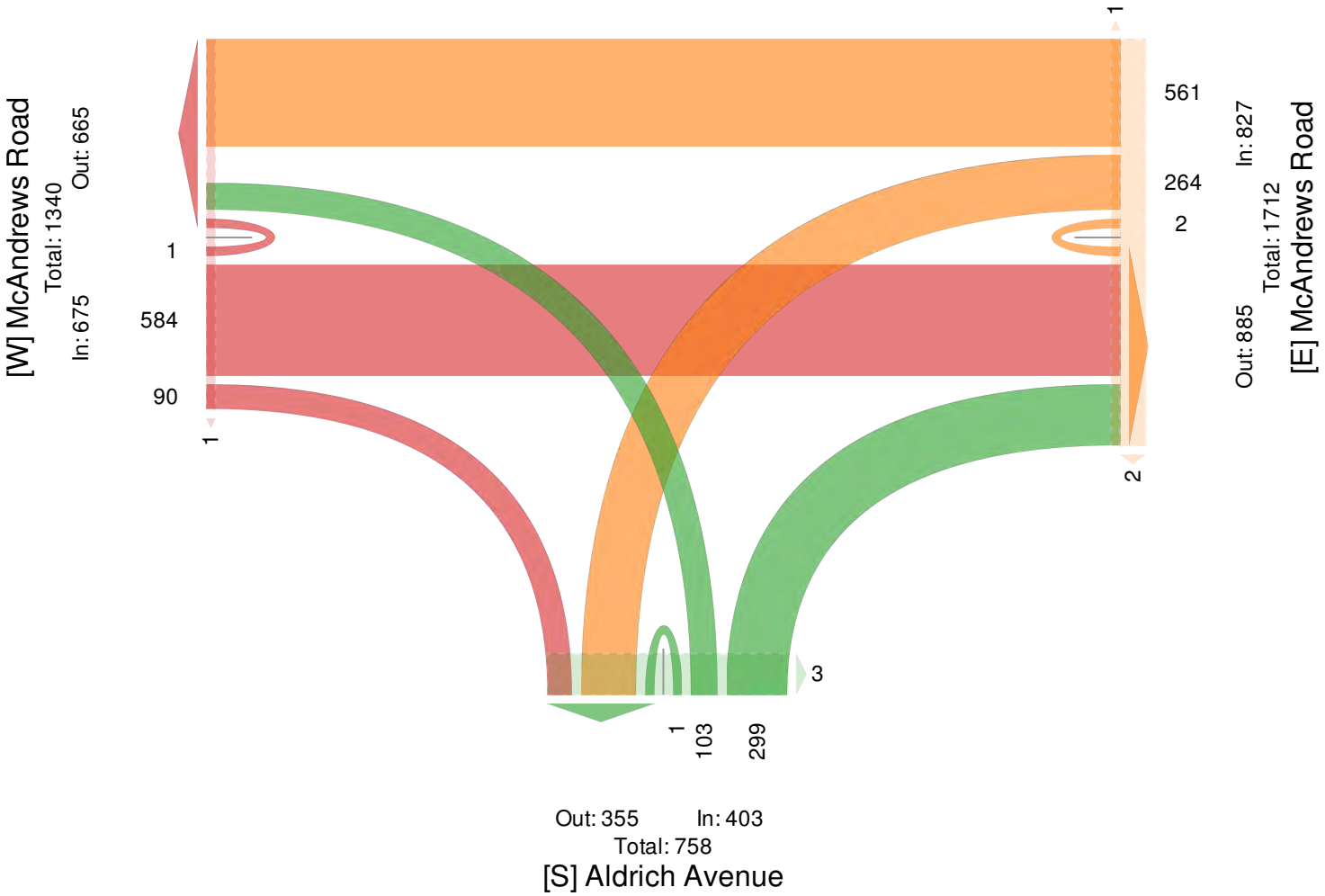
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound					Aldrich Avenue Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2019-06-22 1:00PM	136	24	0	**160**	0	50	141	1	**192**	1	29	81	0	**110**	1	**462**
1:15PM	145	20	0	**165**	0	69	126	0	**195**	2	33	77	0	**110**	2	**470**
1:30PM	155	22	0	**177**	0	71	149	1	**221**	0	18	78	1	**97**	0	**495**
1:45PM	148	24	1	**173**	1	74	145	0	**219**	0	23	63	0	**86**	0	**478**
Total	584	90	1	**675**	1	264	561	2	**827**	3	103	299	1	**403**	3	**1905**
% Approach	86.5%	13.3%	0.1%	**-**	-	31.9%	67.8%	0.2%	**-**	-	25.6%	74.2%	0.2%	**-**	-	-
% Total	30.7%	4.7%	0.1%	**35.4%**	-	13.9%	29.4%	0.1%	**43.4%**	-	5.4%	15.7%	0.1%	**21.2%**	-	-
PHF	0.942	0.938	0.250	**0.953**	-	0.892	0.941	0.500	**0.936**	-	0.780	0.923	0.250	**0.916**	-	0.962
Lights	578	89	1	**668**	-	264	558	2	**824**	-	102	299	1	**402**	-	1894
% Lights	99.0%	98.9%	100%	**99.0%**	-	100%	99.5%	100%	**99.6%**	-	99.0%	100%	100%	**99.8%**	-	99.4%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	1.0%	0%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	6	1	0	**7**	-	0	3	0	**3**	-	0	0	0	**0**	-	10
% Buses and Single-Unit Trucks	1.0%	1.1%	0%	**1.0%**	-	0%	0.5%	0%	**0.4%**	-	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	3	
% Pedestrians	-	-	-	-	0%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Aldrich Avenue - TMC
Sat Jun 22, 2019
Full Length (1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 672360, Location: 44.752091, -93.287939

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



McAndrews Road & Burnhaven Drive - TMC

Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666811, Location: 44.751919, -93.293016

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound				Burnhaven Drive Northbound				
Time	T	R	U	**App**	Ped*	L	T	**App**	Ped*	L	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	56	6	0	**62**	0	13	56	**69**	-	3	0	**3**	0	**134**
7:15AM	72	8	0	**80**	0	12	65	**77**	-	2	0	**2**	0	**159**
7:30AM	73	14	0	**87**	0	12	72	**84**	-	5	0	**5**	0	**176**
7:45AM	102	15	0	**117**	0	18	85	**103**	-	4	1	**5**	0	**225**
Hourly Total	303	43	0	**346**	0	55	278	**333**	-	14	1	**15**	0	**694**
4:30PM	133	11	0	**144**	0	39	164	**203**	-	15	0	**15**	0	**362**
4:45PM	117	17	0	**134**	0	34	199	**233**	-	9	0	**9**	0	**376**
Hourly Total	250	28	0	**278**	0	73	363	**436**	-	24	0	**24**	0	**738**
5:00PM	186	20	0	**206**	0	49	181	**230**	-	8	1	**9**	0	**445**
5:15PM	124	23	0	**147**	0	42	161	**203**	-	11	0	**11**	0	**361**
Hourly Total	310	43	0	**353**	0	91	342	**433**	-	19	1	**20**	0	**806**
2019-06-22 1:00PM	115	27	0	**142**	0	56	113	**169**	-	14	0	**14**	3	**325**
1:15PM	108	14	0	**122**	0	51	108	**159**	-	12	1	**13**	0	**294**
1:30PM	131	15	0	**146**	0	48	120	**168**	-	14	3	**17**	1	**331**
1:45PM	111	28	0	**139**	0	51	120	**171**	-	10	1	**11**	0	**321**
Hourly Total	465	84	0	**549**	0	206	461	**667**	-	50	5	**55**	4	**1271**
Total	1328	198	0	**1526**	0	425	1444	**1869**	-	107	7	**114**	4	**3509**
% Approach	87.0%	13.0%	0%	**-**	-	22.7%	77.3%	**-**	-	93.9%	6.1%	**-**	-	**-**
% Total	37.8%	5.6%	0%	**43.5%**	-	12.1%	41.2%	**53.3%**	-	3.0%	0.2%	**3.2%**	-	**-**
Lights	1311	194	0	**1505**	-	422	1432	**1854**	-	102	7	**109**	-	3468
% Lights	98.7%	98.0%	0%	**98.6%**	-	99.3%	99.2%	**99.2%**	-	95.3%	100%	**95.6%**	-	98.8%
Articulated Trucks	3	0	0	**3**	-	2	0	**2**	-	0	0	**0**	-	5
% Articulated Trucks	0.2%	0%	0%	**0.2%**	-	0.5%	0%	**0.1%**	-	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	14	4	0	**18**	-	1	12	**13**	-	5	0	**5**	-	36
% Buses and Single-Unit Trucks	1.1%	2.0%	0%	**1.2%**	-	0.2%	0.8%	**0.7%**	-	4.7%	0%	**4.4%**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	0	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	0	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Burnhaven Drive - TMC

Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666811, Location: 44.751919, -93.293016

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound				Burnhaven Drive Northbound				
Time	T	R	U	**App**	Ped*	L	T	**App**	Ped*	L	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	56	6	0	**62**	0	13	56	**69**	-	3	0	**3**	0	**134**
7:15AM	72	8	0	**80**	0	12	65	**77**	-	2	0	**2**	0	**159**
7:30AM	73	14	0	**87**	0	12	72	**84**	-	5	0	**5**	0	**176**
7:45AM	102	15	0	**117**	0	18	85	**103**	-	4	1	**5**	0	**225**
Total	303	43	0	**346**	0	55	278	**333**	-	14	1	**15**	0	**694**
% Approach	87.6%	12.4%	0%	**-**	-	16.5%	83.5%	**-**	-	93.3%	6.7%	**-**	-	**-**
% Total	43.7%	6.2%	0%	**49.9%**	-	7.9%	40.1%	**48.0%**	-	2.0%	0.1%	**2.2%**	-	**-**
PHF	0.743	0.717	-	**0.739**	-	0.764	0.818	**0.808**	-	0.700	0.250	**0.750**	-	0.771
Lights	293	41	0	**334**	-	53	276	**329**	-	11	1	**12**	-	675
% Lights	96.7%	95.3%	0%	**96.5%**	-	96.4%	99.3%	**98.8%**	-	78.6%	100%	**80.0%**	-	97.3%
Articulated Trucks	1	0	0	**1**	-	1	0	**1**	-	0	0	**0**	-	2
% Articulated Trucks	0.3%	0%	0%	**0.3%**	-	1.8%	0%	**0.3%**	-	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	9	2	0	**11**	-	1	2	**3**	-	3	0	**3**	-	17
% Buses and Single-Unit Trucks	3.0%	4.7%	0%	**3.2%**	-	1.8%	0.7%	**0.9%**	-	21.4%	0%	**20.0%**	-	2.4%
Pedestrians	-	-	-	-	0	-	-	-	0	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Burnhaven Drive - TMC

Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666811, Location: 44.751919, -93.293016

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound				Burnhaven Drive Northbound				
Time	T	R	U	**App**	Ped*	L	T	**App**	Ped*	L	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	133	11	0	**144**	0	39	164	**203**	-	15	0	**15**	0	**362**
4:45PM	117	17	0	**134**	0	34	199	**233**	-	9	0	**9**	0	**376**
5:00PM	186	20	0	**206**	0	49	181	**230**	-	8	1	**9**	0	**445**
5:15PM	124	23	0	**147**	0	42	161	**203**	-	11	0	**11**	0	**361**
Total	560	71	0	**631**	0	164	705	**869**	-	43	1	**44**	0	**1544**
% Approach	88.7%	11.3%	0%	**-**	-	18.9%	81.1%	**-**	-	97.7%	2.3%	**-**	-	**-**
% Total	36.3%	4.6%	0%	**40.9%**	-	10.6%	45.7%	**56.3%**	-	2.8%	0.1%	**2.8%**	-	**-**
PHF	0.753	0.772	-	**0.766**	-	0.837	0.886	**0.932**	-	0.717	0.250	**0.733**	-	0.867
Lights	556	70	0	**626**	-	164	698	**862**	-	42	1	**43**	-	1531
% Lights	99.3%	98.6%	0%	**99.2%**	-	100%	99.0%	**99.2%**	-	97.7%	100%	**97.7%**	-	99.2%
Articulated Trucks	2	0	0	**2**	-	0	0	**0**	-	0	0	**0**	-	2
% Articulated Trucks	0.4%	0%	0%	**0.3%**	-	0%	0%	**0%**	-	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	2	1	0	**3**	-	0	7	**7**	-	1	0	**1**	-	11
% Buses and Single-Unit Trucks	0.4%	1.4%	0%	**0.5%**	-	0%	1.0%	**0.8%**	-	2.3%	0%	**2.3%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	0	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	0	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Burnhaven Drive - TMC

Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666811, Location: 44.751919, -93.293016

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg Direction	McAndrews Road Eastbound					McAndrews Road Westbound				Burnhaven Drive Northbound				
Time	T	R	U	**App**	Ped*	L	T	**App**	Ped*	L	U	**App**	Ped*	**Int**
2019-06-22 1:00PM	115	27	0	**142**	0	56	113	**169**	-	14	0	**14**	3	**325**
1:15PM	108	14	0	**122**	0	51	108	**159**	-	12	1	**13**	0	**294**
1:30PM	131	15	0	**146**	0	48	120	**168**	-	14	3	**17**	1	**331**
1:45PM	111	28	0	**139**	0	51	120	**171**	-	10	1	**11**	0	**321**
Total	465	84	0	**549**	0	206	461	**667**	-	50	5	**55**	4	**1271**
% Approach	84.7%	15.3%	0%	**-**	-	30.9%	69.1%	**-**	-	90.9%	9.1%	**-**	-	**-**
% Total	36.6%	6.6%	0%	**43.2%**	-	16.2%	36.3%	**52.5%**	-	3.9%	0.4%	**4.3%**	-	**-**
PHF	0.887	0.750	-	**0.940**	-	0.920	0.960	**0.975**	-	0.893	0.417	**0.809**	-	0.960
Lights	462	83	0	**545**	-	205	458	**663**	-	49	5	**54**	-	1262
% Lights	99.4%	98.8%	0%	**99.3%**	-	99.5%	99.3%	**99.4%**	-	98.0%	100%	**98.2%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	1	0	**1**	-	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0.5%	0%	**0.1%**	-	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	3	1	0	**4**	-	0	3	**3**	-	1	0	**1**	-	8
% Buses and Single-Unit Trucks	0.6%	1.2%	0%	**0.7%**	-	0%	0.7%	**0.4%**	-	2.0%	0%	**1.8%**	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	0	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	0	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Irving Avenue - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666809, Location: 44.749032, -93.298874

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Irving Avenue						Irving Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	2	51	6	0	**59**	0	6	55	1	0	**62**	0	9	1	8	0	**18**	0	3	2	3	0	**8**	0	**147**
7:15AM	1	63	6	0	**70**	1	3	62	1	0	**66**	0	9	1	6	0	**16**	0	5	3	5	0	**13**	1	**165**
7:30AM	3	82	5	0	**90**	1	5	76	0	0	**81**	0	5	2	4	0	**11**	0	4	3	6	0	**13**	0	**195**
7:45AM	4	100	17	0	**121**	1	11	75	3	0	**89**	0	6	5	14	0	**25**	0	4	4	6	0	**14**	0	**249**
Hourly Total	10	296	34	0	**340**	3	25	268	5	0	**298**	0	29	9	32	0	**70**	0	16	12	20	0	**48**	1	**756**
4:30PM	7	133	11	0	**151**	0	21	179	9	0	**209**	0	12	2	23	0	**37**	0	3	2	7	0	**12**	0	**409**
4:45PM	8	134	11	0	**153**	0	26	180	9	0	**215**	0	12	2	20	0	**34**	0	11	7	8	0	**26**	0	**428**
Hourly Total	15	267	22	0	**304**	0	47	359	18	0	**424**	0	24	4	43	0	**71**	0	14	9	15	0	**38**	0	**837**
5:00PM	8	183	19	0	**210**	0	26	176	10	0	**212**	0	6	2	28	0	**36**	0	5	3	6	0	**14**	0	**472**
5:15PM	8	151	10	0	**169**	0	16	165	4	0	**185**	0	12	4	22	0	**38**	0	0	2	4	0	**6**	1	**398**
Hourly Total	16	334	29	0	**379**	0	42	341	14	0	**397**	0	18	6	50	0	**74**	0	5	5	10	0	**20**	1	**870**
2019-06-22 1:00PM	1	135	10	0	**146**	0	18	122	5	0	**145**	2	14	3	28	0	**45**	0	4	6	5	0	**15**	3	**351**
1:15PM	2	115	16	0	**133**	0	25	123	3	0	**151**	2	9	0	29	0	**38**	0	2	1	8	0	**11**	0	**333**
1:30PM	5	126	20	0	**151**	1	23	126	5	1	**155**	1	12	1	34	0	**47**	1	2	2	5	0	**9**	0	**362**
1:45PM	3	112	12	2	**129**	2	27	118	3	1	**149**	2	12	2	30	0	**44**	2	5	0	4	0	**9**	0	**331**
Hourly Total	11	488	58	2	**559**	3	93	489	16	2	**600**	7	47	6	121	0	**174**	3	13	9	22	0	**44**	3	**1377**
Total	52	1385	143	2	**1582**	6	207	1457	53	2	**1719**	7	118	25	246	0	**389**	3	48	35	67	0	**150**	5	**3840**
% Approach	3.3%	87.5%	9.0%	0.1%	**-**	-	12.0%	84.8%	3.1%	0.1%	**-**	-	30.3%	6.4%	63.2%	0%	**-**	-	32.0%	23.3%	44.7%	0%	**-**	-	**-**
% Total	1.4%	36.1%	3.7%	0.1%	**41.2%**	-	5.4%	37.9%	1.4%	0.1%	**44.8%**	-	3.1%	0.7%	6.4%	0%	**10.1%**	-	1.3%	0.9%	1.7%	0%	**3.9%**	-	**-**
Lights	52	1368	138	2	**1560**	-	207	1441	53	2	**1703**	-	115	25	242	0	**382**	-	48	35	67	0	**150**	-	3795
% Lights	100%	98.8%	96.5%	100%	**98.6%**	-	100%	98.9%	100%	100%	**99.1%**	-	97.5%	100%	98.4%	0%	**98.2%**	-	100%	100%	100%	0%	**100%**	-	98.8%
Articulated Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0.4%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	16	5	0	**21**	-	0	15	0	0	**15**	-	3	0	3	0	**6**	-	0	0	0	0	**0**	-	42
% Buses and Single-Unit Trucks	0%	1.2%	3.5%	0%	**1.3%**	-	0%	1.0%	0%	0%	**0.9%**	-	2.5%	0%	1.2%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	71.4%	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	28.6%	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Irving Avenue - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666809, Location: 44.749032, -93.298874

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Irving Avenue						Irving Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	2	51	6	0	**59**	0	6	55	1	0	**62**	0	9	1	8	0	**18**	0	3	2	3	0	**8**	0	**147**
7:15AM	1	63	6	0	**70**	1	3	62	1	0	**66**	0	9	1	6	0	**16**	0	5	3	5	0	**13**	1	**165**
7:30AM	3	82	5	0	**90**	1	5	76	0	0	**81**	0	5	2	4	0	**11**	0	4	3	6	0	**13**	0	**195**
7:45AM	4	100	17	0	**121**	1	11	75	3	0	**89**	0	6	5	14	0	**25**	0	4	4	6	0	**14**	0	**249**
Total	10	296	34	0	**340**	3	25	268	5	0	**298**	0	29	9	32	0	**70**	0	16	12	20	0	**48**	1	**756**
% Approach	2.9%	87.1%	10.0%	0%	-	-	8.4%	89.9%	1.7%	0%	-	-	41.4%	12.9%	45.7%	0%	-	-	33.3%	25.0%	41.7%	0%	-	-	-
% Total	1.3%	39.2%	4.5%	0%	**45.0%**	-	3.3%	35.4%	0.7%	0%	**39.4%**	-	3.8%	1.2%	4.2%	0%	**9.3%**	-	2.1%	1.6%	2.6%	0%	**6.3%**	-	-
PHF	0.625	0.740	0.500	-	**0.702**	-	0.568	0.882	0.417	-	**0.837**	-	0.806	0.450	0.571	-	**0.700**	-	0.800	0.750	0.833	-	**0.857**	-	0.759
Lights	10	286	29	0	**325**	-	25	263	5	0	**293**	-	26	9	29	0	**64**	-	16	12	20	0	**48**	-	730
% Lights	100%	96.6%	85.3%	0%	**95.6%**	-	100%	98.1%	100%	0%	**98.3%**	-	89.7%	100%	90.6%	0%	**91.4%**	-	100%	100%	100%	0%	**100%**	-	96.6%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	3.1%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	0	9	5	0	**14**	-	0	5	0	0	**5**	-	3	0	2	0	**5**	-	0	0	0	0	**0**	-	24
% Buses and Single-Unit Trucks	0%	3.0%	14.7%	0%	**4.1%**	-	0%	1.9%	0%	0%	**1.7%**	-	10.3%	0%	6.3%	0%	**7.1%**	-	0%	0%	0%	0%	**0%**	-	3.2%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Irving Avenue - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666809, Location: 44.749032, -93.298874

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	McAndrews Road Eastbound						McAndrews Road Westbound						Irving Avenue Northbound						Irving Avenue Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	7	133	11	0	**151**	0	21	179	9	0	**209**	0	12	2	23	0	**37**	0	3	2	7	0	**12**	0	**409**
4:45PM	8	134	11	0	**153**	0	26	180	9	0	**215**	0	12	2	20	0	**34**	0	11	7	8	0	**26**	0	**428**
5:00PM	8	183	19	0	**210**	0	26	176	10	0	**212**	0	6	2	28	0	**36**	0	5	3	6	0	**14**	0	**472**
5:15PM	8	151	10	0	**169**	0	16	165	4	0	**185**	0	12	4	22	0	**38**	0	0	2	4	0	**6**	1	**398**
Total	31	601	51	0	**683**	0	89	700	32	0	**821**	0	42	10	93	0	**145**	0	19	14	25	0	**58**	1	**1707**
% Approach	4.5%	88.0%	7.5%	0%	**-**	-	10.8%	85.3%	3.9%	0%	**-**	-	29.0%	6.9%	64.1%	0%	**-**	-	32.8%	24.1%	43.1%	0%	**-**	-	-
% Total	1.8%	35.2%	3.0%	0%	**40.0%**	-	5.2%	41.0%	1.9%	0%	**48.1%**	-	2.5%	0.6%	5.4%	0%	**8.5%**	-	1.1%	0.8%	1.5%	0%	**3.4%**	-	-
PHF	0.969	0.821	0.671	-	**0.813**	-	0.856	0.972	0.800	-	**0.955**	-	0.875	0.625	0.830	-	**0.954**	-	0.432	0.500	0.781	-	**0.558**	-	0.904
Lights	31	597	51	0	**679**	-	89	694	32	0	**815**	-	42	10	93	0	**145**	-	19	14	25	0	**58**	-	1697
% Lights	100%	99.3%	100%	0%	**99.4%**	-	100%	99.1%	100%	0%	**99.3%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	4	0	0	**4**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	10
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	**0.6%**	-	0%	0.9%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Irving Avenue - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666809, Location: 44.749032, -93.298874

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Irving Avenue						Irving Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	1	135	10	0	**146**	0	18	122	5	0	**145**	2	14	3	28	0	**45**	0	4	6	5	0	**15**	3	**351**
1:15PM	2	115	16	0	**133**	0	25	123	3	0	**151**	2	9	0	29	0	**38**	0	2	1	8	0	**11**	0	**333**
1:30PM	5	126	20	0	**151**	1	23	126	5	1	**155**	1	12	1	34	0	**47**	1	2	2	5	0	**9**	0	**362**
1:45PM	3	112	12	2	**129**	2	27	118	3	1	**149**	2	12	2	30	0	**44**	2	5	0	4	0	**9**	0	**331**
Total	11	488	58	2	**559**	3	93	489	16	2	**600**	7	47	6	121	0	**174**	3	13	9	22	0	**44**	3	**1377**
% Approach	2.0%	87.3%	10.4%	0.4%	-	-	15.5%	81.5%	2.7%	0.3%	-	-	27.0%	3.4%	69.5%	0%	-	-	29.5%	20.5%	50.0%	0%	-	-	-
% Total	0.8%	35.4%	4.2%	0.1%	**40.6%**	-	6.8%	35.5%	1.2%	0.1%	**43.6%**	-	3.4%	0.4%	8.8%	0%	**12.6%**	-	0.9%	0.7%	1.6%	0%	**3.2%**	-	-
PHF	0.550	0.904	0.725	0.250	**0.925**	-	0.861	0.970	0.800	0.500	**0.968**	-	0.839	0.500	0.890	-	**0.926**	-	0.650	0.375	0.688	-	**0.733**	-	0.951
Lights	11	485	58	2	**556**	-	93	484	16	2	**595**	-	47	6	120	0	**173**	-	13	9	22	0	**44**	-	1368
% Lights	100%	99.4%	100%	100%	**99.5%**	-	100%	99.0%	100%	100%	**99.2%**	-	100%	100%	99.2%	0%	**99.4%**	-	100%	100%	100%	0%	**100%**	-	99.3%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	3	0	0	**3**	-	0	4	0	0	**4**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	8
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	**0.5%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0.8%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	71.4%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	28.6%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Nicollet Avenue - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666816, Location: 44.753501, -93.277811

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	22	37	7	0	**66**	1	3	48	68	0	**119**	0	1	27	3	0	**31**	0	10	10	17	0	**37**	0	**253**
7:15AM	17	51	2	0	**70**	0	7	61	84	0	**152**	1	2	42	1	0	**45**	0	18	23	14	0	**55**	0	**322**
7:30AM	27	52	6	0	**85**	1	7	68	83	0	**158**	0	2	52	6	0	**60**	0	13	31	14	0	**58**	0	**361**
7:45AM	34	55	10	0	**99**	0	11	70	80	0	**161**	3	2	73	3	0	**78**	0	29	36	26	0	**91**	0	**429**
Hourly Total	100	195	25	0	**320**	2	28	247	315	0	**590**	4	7	194	13	0	**214**	0	70	100	71	0	**241**	0	**1365**
4:30PM	58	142	5	1	**206**	0	7	175	32	1	**215**	0	11	48	11	0	**70**	0	63	56	61	0	**180**	0	**671**
4:45PM	70	144	6	0	**220**	0	19	136	24	2	**181**	0	14	52	14	0	**80**	1	65	53	85	0	**203**	0	**684**
Hourly Total	128	286	11	1	**426**	0	26	311	56	3	**396**	0	25	100	25	0	**150**	1	128	109	146	0	**383**	0	**1355**
5:00PM	68	162	5	1	**236**	0	10	146	29	0	**185**	0	11	36	13	0	**60**	0	63	54	56	0	**173**	0	**654**
5:15PM	49	136	13	0	**198**	0	9	145	45	0	**199**	0	12	54	14	0	**80**	0	56	52	71	0	**179**	0	**656**
Hourly Total	117	298	18	1	**434**	0	19	291	74	0	**384**	0	23	90	27	0	**140**	0	119	106	127	0	**352**	0	**1310**
2019-06-22 1:00PM	67	112	6	0	**185**	0	19	112	19	0	**150**	0	5	43	16	1	**65**	0	30	54	63	0	**147**	0	**547**
1:15PM	64	106	10	0	**180**	0	16	102	34	0	**152**	0	8	48	6	0	**62**	0	31	53	40	1	**125**	1	**519**
1:30PM	57	114	9	1	**181**	2	9	92	22	0	**123**	0	11	48	9	0	**68**	0	40	41	50	0	**131**	0	**503**
1:45PM	61	113	2	0	**176**	0	8	112	23	0	**143**	1	4	34	11	0	**49**	0	22	46	65	0	**133**	2	**501**
Hourly Total	249	445	27	1	**722**	2	52	418	98	0	**568**	1	28	173	42	1	**244**	0	123	194	218	1	**536**	3	**2070**
Total	594	1224	81	3	**1902**	4	125	1267	543	3	**1938**	5	83	557	107	1	**748**	1	440	509	562	1	**1512**	3	**6100**
% Approach	31.2%	64.4%	4.3%	0.2%	**-**	-	6.4%	65.4%	28.0%	0.2%	**-**	-	11.1%	74.5%	14.3%	0.1%	**-**	-	29.1%	33.7%	37.2%	0.1%	**-**	-	-
% Total	9.7%	20.1%	1.3%	0%	**31.2%**	-	2.0%	20.8%	8.9%	0%	**31.8%**	-	1.4%	9.1%	1.8%	0%	**12.3%**	-	7.2%	8.3%	9.2%	0%	**24.8%**	-	-
Lights	591	1207	81	3	**1882**	-	125	1259	539	3	**1926**	-	81	554	107	1	**743**	-	435	504	556	1	**1496**	-	6047
% Lights	99.5%	98.6%	100%	100%	**98.9%**	-	100%	99.4%	99.3%	100%	**99.4%**	-	97.6%	99.5%	100%	100%	**99.3%**	-	98.9%	99.0%	98.9%	100%	**98.9%**	-	99.1%
Articulated Trucks	0	3	0	0	**3**	-	0	1	1	0	**2**	-	1	0	0	0	**1**	-	0	2	0	0	**2**	-	8
% Articulated Trucks	0%	0.2%	0%	0%	**0.2%**	-	0%	0.1%	0.2%	0%	**0.1%**	-	1.2%	0%	0%	0%	**0.1%**	-	0%	0.4%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	3	14	0	0	**17**	-	0	7	3	0	**10**	-	1	3	0	0	**4**	-	5	3	6	0	**14**	-	45
% Buses and Single-Unit Trucks	0.5%	1.1%	0%	0%	**0.9%**	-	0%	0.6%	0.6%	0%	**0.5%**	-	1.2%	0.5%	0%	0%	**0.5%**	-	1.1%	0.6%	1.1%	0%	**0.9%**	-	0.7%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Nicollet Avenue - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666816, Location: 44.753501, -93.277811

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	22	37	7	0	**66**	1	3	48	68	0	**119**	0	1	27	3	0	**31**	0	10	10	17	0	**37**	0	**253**
7:15AM	17	51	2	0	**70**	0	7	61	84	0	**152**	1	2	42	1	0	**45**	0	18	23	14	0	**55**	0	**322**
7:30AM	27	52	6	0	**85**	1	7	68	83	0	**158**	0	2	52	6	0	**60**	0	13	31	14	0	**58**	0	**361**
7:45AM	34	55	10	0	**99**	0	11	70	80	0	**161**	3	2	73	3	0	**78**	0	29	36	26	0	**91**	0	**429**
Total	100	195	25	0	**320**	2	28	247	315	0	**590**	4	7	194	13	0	**214**	0	70	100	71	0	**241**	0	**1365**
% Approach	31.3%	60.9%	7.8%	0%	**-**	-	4.7%	41.9%	53.4%	0%	**-**	-	3.3%	90.7%	6.1%	0%	**-**	-	29.0%	41.5%	29.5%	0%	**-**	-	-
% Total	7.3%	14.3%	1.8%	0%	**23.4%**	-	2.1%	18.1%	23.1%	0%	**43.2%**	-	0.5%	14.2%	1.0%	0%	**15.7%**	-	5.1%	7.3%	5.2%	0%	**17.7%**	-	-
PHF	0.735	0.886	0.625	-	**0.808**	-	0.636	0.882	0.938	-	**0.916**	-	0.875	0.664	0.542	-	**0.686**	-	0.603	0.694	0.683	-	**0.662**	-	0.795
Lights	98	185	25	0	**308**	-	28	245	311	0	**584**	-	6	194	13	0	**213**	-	70	97	70	0	**237**	-	1342
% Lights	98.0%	94.9%	100%	0%	**96.3%**	-	100%	99.2%	98.7%	0%	**99.0%**	-	85.7%	100%	100%	0%	**99.5%**	-	100%	97.0%	98.6%	0%	**98.3%**	-	98.3%
Articulated Trucks	0	2	0	0	**2**	-	0	1	1	0	**2**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	6
% Articulated Trucks	0%	1.0%	0%	0%	**0.6%**	-	0%	0.4%	0.3%	0%	**0.3%**	-	14.3%	0%	0%	0%	**0.5%**	-	0%	1.0%	0%	0%	**0.4%**	-	0.4%
Buses and Single-Unit Trucks	2	8	0	0	**10**	-	0	1	3	0	**4**	-	0	0	0	0	**0**	-	0	2	1	0	**3**	-	17
% Buses and Single-Unit Trucks	2.0%	4.1%	0%	0%	**3.1%**	-	0%	0.4%	1.0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	1.4%	0%	**1.2%**	-	1.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Nicollet Avenue - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666816, Location: 44.753501, -93.277811

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	58	142	5	1	**206**	0	7	175	32	1	**215**	0	11	48	11	0	**70**	0	63	56	61	0	**180**	0	**671**
4:45PM	70	144	6	0	**220**	0	19	136	24	2	**181**	0	14	52	14	0	**80**	1	65	53	85	0	**203**	0	**684**
5:00PM	68	162	5	1	**236**	0	10	146	29	0	**185**	0	11	36	13	0	**60**	0	63	54	56	0	**173**	0	**654**
5:15PM	49	136	13	0	**198**	0	9	145	45	0	**199**	0	12	54	14	0	**80**	0	56	52	71	0	**179**	0	**656**
Total	245	584	29	2	**860**	0	45	602	130	3	**780**	0	48	190	52	0	**290**	1	247	215	273	0	**735**	0	**2665**
% Approach	28.5%	67.9%	3.4%	0.2%	-	-	5.8%	77.2%	16.7%	0.4%	-	-	16.6%	65.5%	17.9%	0%	-	-	33.6%	29.3%	37.1%	0%	-	-	-
% Total	9.2%	21.9%	1.1%	0.1%	**32.3%**	-	1.7%	22.6%	4.9%	0.1%	**29.3%**	-	1.8%	7.1%	2.0%	0%	**10.9%**	-	9.3%	8.1%	10.2%	0%	**27.6%**	-	-
PHF	0.875	0.901	0.558	0.500	**0.911**	-	0.592	0.860	0.722	0.375	**0.907**	-	0.857	0.880	0.929	-	**0.906**	-	0.950	0.960	0.803	-	**0.905**	-	0.974
Lights	245	579	29	2	**855**	-	45	598	130	3	**776**	-	47	187	52	0	**286**	-	244	214	272	0	**730**	-	2647
% Lights	100%	99.1%	100%	100%	**99.4%**	-	100%	99.3%	100%	100%	**99.5%**	-	97.9%	98.4%	100%	0%	**98.6%**	-	98.8%	99.5%	99.6%	0%	**99.3%**	-	99.3%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	4	0	0	**4**	-	0	4	0	0	**4**	-	1	3	0	0	**4**	-	3	1	1	0	**5**	-	17
% Buses and Single-Unit Trucks	0%	0.7%	0%	0%	**0.5%**	-	0%	0.7%	0%	0%	**0.5%**	-	2.1%	1.6%	0%	0%	**1.4%**	-	1.2%	0.5%	0.4%	0%	**0.7%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Nicollet Avenue - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666816, Location: 44.753501, -93.277811

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	67	112	6	0	**185**	0	19	112	19	0	**150**	0	5	43	16	1	**65**	0	30	54	63	0	**147**	0	**547**
1:15PM	64	106	10	0	**180**	0	16	102	34	0	**152**	0	8	48	6	0	**62**	0	31	53	40	1	**125**	1	**519**
1:30PM	57	114	9	1	**181**	2	9	92	22	0	**123**	0	11	48	9	0	**68**	0	40	41	50	0	**131**	0	**503**
1:45PM	61	113	2	0	**176**	0	8	112	23	0	**143**	1	4	34	11	0	**49**	0	22	46	65	0	**133**	2	**501**
Total	249	445	27	1	**722**	2	52	418	98	0	**568**	1	28	173	42	1	**244**	0	123	194	218	1	**536**	3	**2070**
% Approach	34.5%	61.6%	3.7%	0.1%	**-**	-	9.2%	73.6%	17.3%	0%	**-**	-	11.5%	70.9%	17.2%	0.4%	**-**	-	22.9%	36.2%	40.7%	0.2%	**-**	-	**-**
% Total	12.0%	21.5%	1.3%	0%	**34.9%**	-	2.5%	20.2%	4.7%	0%	**27.4%**	-	1.4%	8.4%	2.0%	0%	**11.8%**	-	5.9%	9.4%	10.5%	0%	**25.9%**	-	**-**
PHF	0.929	0.976	0.675	0.250	**0.976**	-	0.684	0.933	0.721	-	**0.934**	-	0.636	0.901	0.656	0.250	**0.897**	-	0.769	0.898	0.838	0.250	**0.912**	-	0.946
Lights	248	443	27	1	**719**	-	52	416	98	0	**566**	-	28	173	42	1	**244**	-	121	193	214	1	**529**	-	2058
% Lights	99.6%	99.6%	100%	100%	**99.6%**	-	100%	99.5%	100%	0%	**99.6%**	-	100%	100%	100%	100%	**100%**	-	98.4%	99.5%	98.2%	100%	**98.7%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.2%**	-	0%
Buses and Single-Unit Trucks	1	2	0	0	**3**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	2	0	4	0	**6**	-	11
% Buses and Single-Unit Trucks	0.4%	0.4%	0%	0%	**0.4%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	1.6%	0%	1.8%	0%	**1.1%**	-	0.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Portland Avenue - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666820, Location: 44.753684, -93.268229

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	0	34	8	0	**42**	0	29	76	0	0	**105**	1	38	0	22	0	**60**	1	0	0	1	0	**1**	2	**208**
7:15AM	0	60	8	0	**68**	0	29	123	0	0	**152**	0	47	1	13	0	**61**	0	0	0	0	0	**0**	0	**281**
7:30AM	0	73	4	0	**77**	0	47	119	0	0	**166**	0	33	0	28	0	**61**	0	0	0	0	0	**0**	0	**304**
7:45AM	1	60	12	0	**73**	0	44	164	0	0	**208**	0	30	0	32	0	**62**	0	0	0	0	0	**0**	1	**343**
Hourly Total	1	227	32	0	**260**	0	149	482	0	0	**631**	1	148	1	95	0	**244**	1	0	0	1	0	**1**	3	**1136**
4:30PM	0	170	29	0	**199**	0	39	171	0	0	**210**	0	28	0	57	0	**85**	0	2	0	0	0	**2**	0	**496**
4:45PM	0	185	40	0	**225**	0	49	153	0	0	**202**	0	28	0	38	0	**66**	0	0	0	0	0	**0**	0	**493**
Hourly Total	0	355	69	0	**424**	0	88	324	0	0	**412**	0	56	0	95	0	**151**	0	2	0	0	0	**2**	0	**989**
5:00PM	1	196	36	0	**233**	0	22	178	0	0	**200**	0	21	0	57	0	**78**	1	1	0	1	0	**2**	0	**513**
5:15PM	0	175	36	0	**211**	0	41	170	1	0	**212**	0	20	0	45	0	**65**	0	0	0	0	0	**0**	0	**488**
Hourly Total	1	371	72	0	**444**	0	63	348	1	0	**412**	0	41	0	102	0	**143**	1	1	0	1	0	**2**	0	**1001**
2019-06-22 1:00PM	0	134	13	0	**147**	0	23	122	0	0	**145**	0	22	0	27	0	**49**	0	1	0	3	0	**4**	0	**345**
1:15PM	2	117	21	0	**140**	0	20	134	0	0	**154**	0	21	0	24	0	**45**	0	0	0	0	0	**0**	0	**339**
1:30PM	0	137	19	0	**156**	0	13	115	1	1	**130**	0	14	0	21	0	**35**	0	0	1	0	0	**1**	0	**322**
1:45PM	1	123	18	0	**142**	0	15	123	1	0	**139**	0	19	0	23	0	**42**	0	0	0	0	0	**0**	0	**323**
Hourly Total	3	511	71	0	**585**	0	71	494	2	1	**568**	0	76	0	95	0	**171**	0	1	1	3	0	**5**	0	**1329**
Total	5	1464	244	0	**1713**	0	371	1648	3	1	**2023**	1	321	1	387	0	**709**	2	4	1	5	0	**10**	3	**4455**
% Approach	0.3%	85.5%	14.2%	0%	**-**	-	18.3%	81.5%	0.1%	0%	**-**	-	45.3%	0.1%	54.6%	0%	**-**	-	40.0%	10.0%	50.0%	0%	**-**	-	**-**
% Total	0.1%	32.9%	5.5%	0%	**38.5%**	-	8.3%	37.0%	0.1%	0%	**45.4%**	-	7.2%	0%	8.7%	0%	**15.9%**	-	0.1%	0%	0.1%	0%	**0.2%**	-	**-**
Lights	5	1450	237	0	**1692**	-	370	1637	3	1	**2011**	-	319	1	381	0	**701**	-	4	1	5	0	**10**	-	4414
% Lights	100%	99.0%	97.1%	0%	**98.8%**	-	99.7%	99.3%	100%	100%	**99.4%**	-	99.4%	100%	98.4%	0%	**98.9%**	-	100%	100%	100%	0%	**100%**	-	99.1%
Articulated Trucks	0	2	1	0	**3**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.1%	0.4%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.3%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	12	6	0	**18**	-	1	11	0	0	**12**	-	2	0	5	0	**7**	-	0	0	0	0	**0**	-	37
% Buses and Single-Unit Trucks	0%	0.8%	2.5%	0%	**1.1%**	-	0.3%	0.7%	0%	0%	**0.6%**	-	0.6%	0%	1.3%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Portland Avenue - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666820, Location: 44.753684, -93.268229

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 7:00AM	0	34	8	0	**42**	0	29	76	0	0	**105**	1	38	0	22	0	**60**	1	0	0	1	0	**1**	2	**208**
7:15AM	0	60	8	0	**68**	0	29	123	0	0	**152**	0	47	1	13	0	**61**	0	0	0	0	0	**0**	0	**281**
7:30AM	0	73	4	0	**77**	0	47	119	0	0	**166**	0	33	0	28	0	**61**	0	0	0	0	0	**0**	0	**304**
7:45AM	1	60	12	0	**73**	0	44	164	0	0	**208**	0	30	0	32	0	**62**	0	0	0	0	0	**0**	1	**343**
Total	1	227	32	0	**260**	0	149	482	0	0	**631**	1	148	1	95	0	**244**	1	0	0	1	0	**1**	3	**1136**
% Approach	0.4%	87.3%	12.3%	0%	**-**	-	23.6%	76.4%	0%	0%	**-**	-	60.7%	0.4%	38.9%	0%	**-**	-	0%	0%	100%	0%	**-**	-	**-**
% Total	0.1%	20.0%	2.8%	0%	**22.9%**	-	13.1%	42.4%	0%	0%	**55.5%**	-	13.0%	0.1%	8.4%	0%	**21.5%**	-	0%	0%	0.1%	0%	**0.1%**	-	**-**
PHF	0.250	0.777	0.667	-	**0.844**	-	0.793	0.735	-	-	**0.758**	-	0.787	0.250	0.742	-	**0.984**	-	-	-	0.250	-	**0.250**	-	0.828
Lights	1	220	29	0	**250**	-	148	478	0	0	**626**	-	146	1	91	0	**238**	-	0	0	1	0	**1**	-	1115
% Lights	100%	96.9%	90.6%	0%	**96.2%**	-	99.3%	99.2%	0%	0%	**99.2%**	-	98.6%	100%	95.8%	0%	**97.5%**	-	0%	0%	100%	0%	**100%**	-	98.2%
Articulated Trucks	0	1	1	0	**2**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	3
% Articulated Trucks	0%	0.4%	3.1%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	1.1%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	0	6	2	0	**8**	-	1	4	0	0	**5**	-	2	0	3	0	**5**	-	0	0	0	0	**0**	-	18
% Buses and Single-Unit Trucks	0%	2.6%	6.3%	0%	**3.1%**	-	0.7%	0.8%	0%	0%	**0.8%**	-	1.4%	0%	3.2%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Portland Avenue - TMC

Thu Jun 20, 2019

PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 666820, Location: 44.753684, -93.268229

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	0	170	29	0	**199**	0	39	171	0	0	**210**	0	28	0	57	0	**85**	0	2	0	0	0	**2**	0	**496**
4:45PM	0	185	40	0	**225**	0	49	153	0	0	**202**	0	28	0	38	0	**66**	0	0	0	0	0	**0**	0	**493**
5:00PM	1	196	36	0	**233**	0	22	178	0	0	**200**	0	21	0	57	0	**78**	1	1	0	1	0	**2**	0	**513**
5:15PM	0	175	36	0	**211**	0	41	170	1	0	**212**	0	20	0	45	0	**65**	0	0	0	0	0	**0**	0	**488**
Total	1	726	141	0	**868**	0	151	672	1	0	**824**	0	97	0	197	0	**294**	1	3	0	1	0	**4**	0	**1990**
% Approach	0.1%	83.6%	16.2%	0%	**-**	-	18.3%	81.6%	0.1%	0%	**-**	-	33.0%	0%	67.0%	0%	**-**	-	75.0%	0%	25.0%	0%	**-**	-	-
% Total	0.1%	36.5%	7.1%	0%	**43.6%**	-	7.6%	33.8%	0.1%	0%	**41.4%**	-	4.9%	0%	9.9%	0%	**14.8%**	-	0.2%	0%	0.1%	0%	**0.2%**	-	-
PHF	0.250	0.926	0.881	-	**0.931**	-	0.770	0.944	0.250	-	**0.972**	-	0.866	-	0.864	-	**0.865**	-	0.375	-	0.250	-	**0.500**	-	0.970
Lights	1	721	139	0	**861**	-	151	668	1	0	**820**	-	97	0	196	0	**293**	-	3	0	1	0	**4**	-	1978
% Lights	100%	99.3%	98.6%	0%	**99.2%**	-	100%	99.4%	100%	0%	**99.5%**	-	100%	0%	99.5%	0%	**99.7%**	-	100%	0%	100%	0%	**100%**	-	99.4%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	4	2	0	**6**	-	0	4	0	0	**4**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	11
% Buses and Single-Unit Trucks	0%	0.6%	1.4%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	0.5%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

McAndrews Road & Portland Avenue - TMC

Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666820, Location: 44.753684, -93.268229

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	McAndrews Road						McAndrews Road						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	0	134	13	0	**147**	0	23	122	0	0	**145**	0	22	0	27	0	**49**	0	1	0	3	0	**4**	0	**345**
1:15PM	2	117	21	0	**140**	0	20	134	0	0	**154**	0	21	0	24	0	**45**	0	0	0	0	0	**0**	0	**339**
1:30PM	0	137	19	0	**156**	0	13	115	1	1	**130**	0	14	0	21	0	**35**	0	0	1	0	0	**1**	0	**322**
1:45PM	1	123	18	0	**142**	0	15	123	1	0	**139**	0	19	0	23	0	**42**	0	0	0	0	0	**0**	0	**323**
Total	3	511	71	0	**585**	0	71	494	2	1	**568**	0	76	0	95	0	**171**	0	1	1	3	0	**5**	0	**1329**
% Approach	0.5%	87.4%	12.1%	0%	-	-	12.5%	87.0%	0.4%	0.2%	-	-	44.4%	0%	55.6%	0%	-	-	20.0%	20.0%	60.0%	0%	-	-	-
% Total	0.2%	38.4%	5.3%	0%	**44.0%**	-	5.3%	37.2%	0.2%	0.1%	**42.7%**	-	5.7%	0%	7.1%	0%	**12.9%**	-	0.1%	0.1%	0.2%	0%	**0.4%**	-	-
PHF	0.375	0.932	0.845	-	**0.938**	-	0.772	0.922	0.500	0.250	**0.922**	-	0.864	-	0.880	-	**0.872**	-	0.250	0.250	0.250	-	**0.313**	-	0.963
Lights	3	509	69	0	**581**	-	71	491	2	1	**565**	-	76	0	94	0	**170**	-	1	1	3	0	**5**	-	1321
% Lights	100%	99.6%	97.2%	0%	**99.3%**	-	100%	99.4%	100%	100%	**99.5%**	-	100%	0%	98.9%	0%	**99.4%**	-	100%	100%	100%	0%	**100%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	2	2	0	**4**	-	0	3	0	0	**3**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	8
% Buses and Single-Unit Trucks	0%	0.4%	2.8%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0%	1.1%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Av at Cobblestone Ct NW corner (TJ ... - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666818, Location: 44.746485, -93.278031

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Cobblestone Lane						Cobblestone Lane						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	1	0	1	0	**2**	0	14	0	5	0	**19**	0	1	81	43	0	**125**	0	1	31	0	0	**32**	0	**178**
7:15AM	1	2	0	0	**3**	0	14	0	7	0	**21**	0	2	103	55	0	**160**	0	3	45	0	0	**48**	0	**232**
7:30AM	3	1	2	0	**6**	1	29	1	7	0	**37**	0	1	111	81	0	**193**	0	2	60	2	0	**64**	0	**300**
7:45AM	2	1	3	0	**6**	0	25	0	11	0	**36**	0	10	141	95	0	**246**	0	5	43	2	1	**51**	0	**339**
Hourly Total	7	4	6	0	**17**	1	82	1	30	0	**113**	0	14	436	274	0	**724**	0	11	179	4	1	**195**	0	**1049**
4:30PM	17	3	34	0	**54**	0	67	4	16	0	**87**	1	24	59	23	2	**108**	0	3	156	16	1	**176**	0	**425**
4:45PM	10	1	32	0	**43**	0	69	1	15	0	**85**	0	27	62	20	3	**112**	0	4	104	15	0	**123**	0	**363**
Hourly Total	27	4	66	0	**97**	0	136	5	31	0	**172**	1	51	121	43	5	**220**	0	7	260	31	1	**299**	0	**788**
5:00PM	8	1	32	0	**41**	0	62	0	9	0	**71**	0	31	45	26	0	**102**	0	5	115	12	1	**133**	0	**347**
5:15PM	13	0	43	0	**56**	1	38	5	12	0	**55**	0	32	76	26	0	**134**	0	9	111	15	1	**136**	0	**381**
Hourly Total	21	1	75	0	**97**	1	100	5	21	0	**126**	0	63	121	52	0	**236**	0	14	226	27	2	**269**	0	**728**
2019-06-22 1:00PM	14	0	43	0	**57**	0	24	2	13	0	**39**	0	30	59	12	1	**102**	0	2	97	14	0	**113**	0	**311**
1:15PM	12	0	48	0	**60**	0	15	0	8	0	**23**	0	50	67	13	2	**132**	0	3	84	12	0	**99**	0	**314**
1:30PM	15	2	31	0	**48**	0	13	2	9	0	**24**	0	35	62	13	0	**110**	0	2	79	19	0	**100**	0	**282**
1:45PM	8	2	44	0	**54**	1	18	1	10	0	**29**	0	36	52	14	0	**102**	0	3	72	12	0	**87**	0	**272**
Hourly Total	49	4	166	0	**219**	1	70	5	40	0	**115**	0	151	240	52	3	**446**	0	10	332	57	0	**399**	0	**1179**
Total	104	13	313	0	**430**	3	388	16	122	0	**526**	1	279	918	421	8	**1626**	0	42	997	119	4	**1162**	0	**3744**
% Approach	24.2%	3.0%	72.8%	0%	**-**	-	73.8%	3.0%	23.2%	0%	**-**	-	17.2%	56.5%	25.9%	0.5%	**-**	-	3.6%	85.8%	10.2%	0.3%	**-**	-	**-**
% Total	2.8%	0.3%	8.4%	0%	**11.5%**	-	10.4%	0.4%	3.3%	0%	**14.0%**	-	7.5%	24.5%	11.2%	0.2%	**43.4%**	-	1.1%	26.6%	3.2%	0.1%	**31.0%**	-	**-**
Lights	104	12	312	0	**428**	-	374	16	90	0	**480**	-	279	904	412	8	**1603**	-	42	985	119	4	**1150**	-	3661
% Lights	100%	92.3%	99.7%	0%	**99.5%**	-	96.4%	100%	73.8%	0%	**91.3%**	-	100%	98.5%	97.9%	100%	**98.6%**	-	100%	98.8%	100%	100%	**99.0%**	-	97.8%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	4	0	0	**4**	-	6
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.2%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	13	0	32	0	**45**	-	0	13	9	0	**22**	-	0	8	0	0	**8**	-	77
% Buses and Single-Unit Trucks	0%	7.7%	0.3%	0%	**0.5%**	-	3.4%	0%	26.2%	0%	**8.6%**	-	0%	1.4%	2.1%	0%	**1.4%**	-	0%	0.8%	0%	0%	**0.7%**	-	2.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Av at Cobblestone Ct NW corner (TJ... - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666818, Location: 44.746485, -93.278031

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg / Direction	Cobblestone Lane Eastbound						Cobblestone Lane Westbound						Nicollet Avenue Northbound						Nicollet Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	1	0	1	0	**2**	0	14	0	5	0	**19**	0	1	81	43	0	**125**	0	1	31	0	0	**32**	0	**178**
7:15AM	1	2	0	0	**3**	0	14	0	7	0	**21**	0	2	103	55	0	**160**	0	3	45	0	0	**48**	0	**232**
7:30AM	3	1	2	0	**6**	1	29	1	7	0	**37**	0	1	111	81	0	**193**	0	2	60	2	0	**64**	0	**300**
7:45AM	2	1	3	0	**6**	0	25	0	11	0	**36**	0	10	141	95	0	**246**	0	5	43	2	1	**51**	0	**339**
Total	7	4	6	0	**17**	1	82	1	30	0	**113**	0	14	436	274	0	**724**	0	11	179	4	1	**195**	0	**1049**
% Approach	41.2%	23.5%	35.3%	0%	-	-	72.6%	0.9%	26.5%	0%	-	-	1.9%	60.2%	37.8%	0%	-	-	5.6%	91.8%	2.1%	0.5%	-	-	-
% Total	0.7%	0.4%	0.6%	0%	**1.6%**	-	7.8%	0.1%	2.9%	0%	**10.8%**	-	1.3%	41.6%	26.1%	0%	**69.0%**	-	1.0%	17.1%	0.4%	0.1%	**18.6%**	-	-
PHF	0.583	0.500	0.500		**0.708**	-	0.707	0.250	0.682		**0.764**	-	0.350	0.773	0.721		**0.736**	-	0.550	0.746	0.500	0.250	**0.762**	-	0.774
Lights	7	4	6	0	**17**	-	76	1	19	0	**96**	-	14	428	270	0	**712**	-	11	172	4	1	**188**	-	1013
% Lights	100%	100%	100%	0%	**100%**	-	92.7%	100%	63.3%	0%	**85.0%**	-	100%	98.2%	98.5%	0%	**98.3%**	-	100%	96.1%	100%	100%	**96.4%**	-	96.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	6	0	11	0	**17**	-	0	7	4	0	**11**	-	0	6	0	0	**6**	-	34
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	7.3%	0%	36.7%	0%	**15.0%**	-	0%	1.6%	1.5%	0%	**1.5%**	-	0%	3.4%	0%	0%	**3.1%**	-	3.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Av at Cobblestone Ct NW corner (TJ... - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666818, Location: 44.746485, -93.278031

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Cobblestone Lane						Cobblestone Lane						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 4:30PM	17	3	34	0	**54**	0	67	4	16	0	**87**	1	24	59	23	2	**108**	0	3	156	16	1	**176**	0	**425**
4:45PM	10	1	32	0	**43**	0	69	1	15	0	**85**	0	27	62	20	3	**112**	0	4	104	15	0	**123**	0	**363**
5:00PM	8	1	32	0	**41**	0	62	0	9	0	**71**	0	31	45	26	0	**102**	0	5	115	12	1	**133**	0	**347**
5:15PM	13	0	43	0	**56**	1	38	5	12	0	**55**	0	32	76	26	0	**134**	0	9	111	15	1	**136**	0	**381**
Total	48	5	141	0	**194**	1	236	10	52	0	**298**	1	114	242	95	5	**456**	0	21	486	58	3	**568**	0	**1516**
% Approach	24.7%	2.6%	72.7%	0%	-	-	79.2%	3.4%	17.4%	0%	-	-	25.0%	53.1%	20.8%	1.1%	-	-	3.7%	85.6%	10.2%	0.5%	-	-	-
% Total	3.2%	0.3%	9.3%	0%	**12.8%**	-	15.6%	0.7%	3.4%	0%	**19.7%**	-	7.5%	16.0%	6.3%	0.3%	**30.1%**	-	1.4%	32.1%	3.8%	0.2%	**37.5%**	-	-
PHF	0.706	0.417	0.820	-	**0.866**	-	0.855	0.500	0.813	-	**0.856**	-	0.891	0.796	0.913	0.417	**0.851**	-	0.583	0.779	0.906	0.750	**0.807**	-	0.892
Lights	48	4	140	0	**192**	-	230	10	40	0	**280**	-	114	239	92	5	**450**	-	21	484	58	3	**566**	-	1488
% Lights	100%	80.0%	99.3%	0%	**99.0%**	-	97.5%	100%	76.9%	0%	**94.0%**	-	100%	98.8%	96.8%	100%	**98.7%**	-	100%	99.6%	100%	100%	**99.6%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	5	0	12	0	**17**	-	0	3	3	0	**6**	-	0	1	0	0	**1**	-	26
% Buses and Single-Unit Trucks	0%	20.0%	0.7%	0%	**1.0%**	-	2.1%	0%	23.1%	0%	**5.7%**	-	0%	1.2%	3.2%	0%	**1.3%**	-	0%	0.2%	0%	0%	**0.2%**	-	1.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Av at Cobblestone Ct NW corner (TJ ... - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666818, Location: 44.746485, -93.278031

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Cobblestone Lane						Cobblestone Lane						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-22 1:00PM	14	0	43	0	**57**	0	24	2	13	0	**39**	0	30	59	12	1	**102**	0	2	97	14	0	**113**	0	**311**
1:15PM	12	0	48	0	**60**	0	15	0	8	0	**23**	0	50	67	13	2	**132**	0	3	84	12	0	**99**	0	**314**
1:30PM	15	2	31	0	**48**	0	13	2	9	0	**24**	0	35	62	13	0	**110**	0	2	79	19	0	**100**	0	**282**
1:45PM	8	2	44	0	**54**	1	18	1	10	0	**29**	0	36	52	14	0	**102**	0	3	72	12	0	**87**	0	**272**
Total	49	4	166	0	**219**	1	70	5	40	0	**115**	0	151	240	52	3	**446**	0	10	332	57	0	**399**	0	**1179**
% Approach	22.4%	1.8%	75.8%	0%	**-**	-	60.9%	4.3%	34.8%	0%	**-**	-	33.9%	53.8%	11.7%	0.7%	**-**	-	2.5%	83.2%	14.3%	0%	**-**	-	**-**
% Total	4.2%	0.3%	14.1%	0%	**18.6%**	-	5.9%	0.4%	3.4%	0%	**9.8%**	-	12.8%	20.4%	4.4%	0.3%	**37.8%**	-	0.8%	28.2%	4.8%	0%	**33.8%**	-	**-**
PHF	0.817	0.500	0.865	-	**0.913**	-	0.729	0.625	0.769	-	**0.737**	-	0.755	0.896	0.929	0.375	**0.845**	-	0.833	0.856	0.750	-	**0.883**	-	0.939
Lights	49	4	166	0	**219**	-	68	5	31	0	**104**	-	151	237	50	3	**441**	-	10	329	57	0	**396**	-	1160
% Lights	100%	100%	100%	0%	**100%**	-	97.1%	100%	77.5%	0%	**90.4%**	-	100%	98.8%	96.2%	100%	**98.9%**	-	100%	99.1%	100%	0%	**99.2%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	2	0	9	0	**11**	-	0	3	2	0	**5**	-	0	1	0	0	**1**	-	17
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	2.9%	0%	22.5%	0%	**9.6%**	-	0%	1.3%	3.8%	0%	**1.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Avenue & Nicollet Boulevard - TMC
Thu Jun 20, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666817, Location: 44.749575, -93.27779

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Nicollet Boulevard						Nicollet Boulevard						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	1	6	5	0	**12**	0	11	8	1	0	**20**	0	16	33	28	0	**77**	0	5	19	1	0	**25**	0	**134**
7:15AM	2	8	14	0	**24**	0	15	7	5	0	**27**	0	17	36	50	0	**103**	0	8	18	6	0	**32**	0	**186**
7:30AM	3	11	22	0	**36**	1	10	10	10	0	**30**	2	13	50	48	0	**111**	0	14	33	4	1	**52**	0	**229**
7:45AM	1	15	18	0	**34**	0	16	17	5	0	**38**	1	19	68	46	0	**133**	0	23	22	9	0	**54**	1	**259**
Hourly Total	7	40	59	0	**106**	1	52	42	21	0	**115**	3	65	187	172	0	**424**	0	50	92	20	1	**163**	1	**808**
4:30PM	3	15	37	0	**55**	0	60	17	19	0	**96**	0	18	57	19	1	**95**	0	8	56	14	0	**78**	0	**324**
4:45PM	11	22	29	0	**62**	0	35	21	11	0	**67**	0	17	53	18	0	**88**	0	9	54	10	0	**73**	0	**290**
Hourly Total	14	37	66	0	**117**	0	95	38	30	0	**163**	0	35	110	37	1	**183**	0	17	110	24	0	**151**	0	**614**
5:00PM	8	17	37	0	**62**	0	29	23	17	0	**69**	0	13	40	15	0	**68**	0	14	44	9	0	**67**	0	**266**
5:15PM	11	8	28	0	**47**	0	35	12	7	0	**54**	0	15	59	22	0	**96**	0	9	59	3	0	**71**	0	**268**
Hourly Total	19	25	65	0	**109**	0	64	35	24	0	**123**	0	28	99	37	0	**164**	0	23	103	12	0	**138**	0	**534**
2019-06-22 1:00PM	15	12	44	0	**71**	0	11	9	0	0	**20**	0	27	46	17	0	**90**	0	5	62	20	0	**87**	0	**268**
1:15PM	14	12	32	0	**58**	0	14	7	4	0	**25**	0	30	48	6	0	**84**	0	6	57	10	1	**74**	2	**241**
1:30PM	8	10	47	0	**65**	0	11	13	9	0	**33**	0	26	48	14	0	**88**	0	6	37	13	0	**56**	0	**242**
1:45PM	11	9	33	0	**53**	0	9	9	4	0	**22**	0	21	32	9	0	**62**	0	3	41	16	0	**60**	0	**197**
Hourly Total	48	43	156	0	**247**	0	45	38	17	0	**100**	0	104	174	46	0	**324**	0	20	197	59	1	**277**	2	**948**
Total	88	145	346	0	**579**	1	256	153	92	0	**501**	3	232	570	292	1	**1095**	0	110	502	115	2	**729**	3	**2904**
% Approach	15.2%	25.0%	59.8%	0%	**-**	-	51.1%	30.5%	18.4%	0%	**-**	-	21.2%	52.1%	26.7%	0.1%	**-**	-	15.1%	68.9%	15.8%	0.3%	**-**	-	-
% Total	3.0%	5.0%	11.9%	0%	**19.9%**	-	8.8%	5.3%	3.2%	0%	**17.3%**	-	8.0%	19.6%	10.1%	0%	**37.7%**	-	3.8%	17.3%	4.0%	0.1%	**25.1%**	-	-
Lights	88	144	345	0	**577**	-	253	152	90	0	**495**	-	230	568	254	1	**1053**	-	107	500	114	2	**723**	-	2848
% Lights	100%	99.3%	99.7%	0%	**99.7%**	-	98.8%	99.3%	97.8%	0%	**98.8%**	-	99.1%	99.6%	87.0%	100%	**96.2%**	-	97.3%	99.6%	99.1%	100%	**99.2%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	2	0	0	**2**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.1%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	3	1	2	0	**6**	-	2	1	38	0	**41**	-	3	0	1	0	**4**	-	53
% Buses and Single-Unit Trucks	0%	0.7%	0.3%	0%	**0.3%**	-	1.2%	0.7%	2.2%	0%	**1.2%**	-	0.9%	0.2%	13.0%	0%	**3.7%**	-	2.7%	0%	0.9%	0%	**0.5%**	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Avenue & Nicollet Boulevard - TMC
Thu Jun 20, 2019
AM Peak (Jun 20 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666817, Location: 44.749575, -93.27779

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Nicollet Boulevard						Nicollet Boulevard						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-20 7:00AM	1	6	5	0	**12**	0	11	8	1	0	**20**	0	16	33	28	0	**77**	0	5	19	1	0	**25**	0	**134**
7:15AM	2	8	14	0	**24**	0	15	7	5	0	**27**	0	17	36	50	0	**103**	0	8	18	6	0	**32**	0	**186**
7:30AM	3	11	22	0	**36**	1	10	10	10	0	**30**	2	13	50	48	0	**111**	0	14	33	4	1	**52**	0	**229**
7:45AM	1	15	18	0	**34**	0	16	17	5	0	**38**	1	19	68	46	0	**133**	0	23	22	9	0	**54**	1	**259**
Total	7	40	59	0	**106**	1	52	42	21	0	**115**	3	65	187	172	0	**424**	0	50	92	20	1	**163**	1	**808**
% Approach	6.6%	37.7%	55.7%	0%	**-**	-	45.2%	36.5%	18.3%	0%	**-**	-	15.3%	44.1%	40.6%	0%	**-**	-	30.7%	56.4%	12.3%	0.6%	**-**	-	-
% Total	0.9%	5.0%	7.3%	0%	**13.1%**	-	6.4%	5.2%	2.6%	0%	**14.2%**	-	8.0%	23.1%	21.3%	0%	**52.5%**	-	6.2%	11.4%	2.5%	0.1%	**20.2%**	-	-
PHF	0.583	0.667	0.670		**0.736**	-	0.813	0.618	0.525		**0.757**	-	0.855	0.688	0.860		**0.797**	-	0.543	0.697	0.556	0.250	**0.755**	-	0.780
Lights	7	40	59	0	**106**	-	50	41	21	0	**112**	-	64	186	159	0	**409**	-	47	91	20	1	**159**	-	786
% Lights	100%	100%	100%	0%	**100%**	-	96.2%	97.6%	100%	0%	**97.4%**	-	98.5%	99.5%	92.4%	0%	**96.5%**	-	94.0%	98.9%	100%	100%	**97.5%**	-	97.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.2%**	-	0%	1.1%	0%	0%	**0.6%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	2	1	0	0	**3**	-	1	0	13	0	**14**	-	3	0	0	0	**3**	-	20
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	3.8%	2.4%	0%	0%	**2.6%**	-	1.5%	0%	7.6%	0%	**3.3%**	-	6.0%	0%	0%	0%	**1.8%**	-	2.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Avenue & Nicollet Boulevard - TMC
Thu Jun 20, 2019
PM Peak (Jun 20 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666817, Location: 44.749575, -93.27779

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Nicollet Boulevard						Nicollet Boulevard						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-20 4:30PM	3	15	37	0	**55**	0	60	17	19	0	**96**	0	18	57	19	1	**95**	0	8	56	14	0	**78**	0	**324**
4:45PM	11	22	29	0	**62**	0	35	21	11	0	**67**	0	17	53	18	0	**88**	0	9	54	10	0	**73**	0	**290**
5:00PM	8	17	37	0	**62**	0	29	23	17	0	**69**	0	13	40	15	0	**68**	0	14	44	9	0	**67**	0	**266**
5:15PM	11	8	28	0	**47**	0	35	12	7	0	**54**	0	15	59	22	0	**96**	0	9	59	3	0	**71**	0	**268**
Total	33	62	131	0	**226**	0	159	73	54	0	**286**	0	63	209	74	1	**347**	0	40	213	36	0	**289**	0	**1148**
% Approach	14.6%	27.4%	58.0%	0%	**-**	-	55.6%	25.5%	18.9%	0%	**-**	-	18.2%	60.2%	21.3%	0.3%	**-**	-	13.8%	73.7%	12.5%	0%	**-**	-	-
% Total	2.9%	5.4%	11.4%	0%	**19.7%**	-	13.9%	6.4%	4.7%	0%	**24.9%**	-	5.5%	18.2%	6.4%	0.1%	**30.2%**	-	3.5%	18.6%	3.1%	0%	**25.2%**	-	-
PHF	0.750	0.705	0.885	-	**0.911**	-	0.663	0.793	0.711	-	**0.745**	-	0.875	0.886	0.841	0.250	**0.904**	-	0.714	0.903	0.643	-	**0.926**	-	0.886
Lights	33	61	130	0	**224**	-	159	73	52	0	**284**	-	63	208	61	1	**333**	-	40	213	35	0	**288**	-	1129
% Lights	100%	98.4%	99.2%	0%	**99.1%**	-	100%	100%	96.3%	0%	**99.3%**	-	100%	99.5%	82.4%	100%	**96.0%**	-	100%	100%	97.2%	0%	**99.7%**	-	98.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	0	0	2	0	**2**	-	0	1	13	0	**14**	-	0	0	1	0	**1**	-	19
% Buses and Single-Unit Trucks	0%	1.6%	0.8%	0%	**0.9%**	-	0%	0%	3.7%	0%	**0.7%**	-	0%	0.5%	17.6%	0%	**4.0%**	-	0%	0%	2.8%	0%	**0.3%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Nicollet Avenue & Nicollet Boulevard - TMC
Sat Jun 22, 2019
PM Peak (WKND) (Jun 22 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666817, Location: 44.749575, -93.27779

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Nicollet Boulevard						Nicollet Boulevard						Nicollet Avenue						Nicollet Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-22 1:00PM	15	12	44	0	**71**	0	11	9	0	0	**20**	0	27	46	17	0	**90**	0	5	62	20	0	**87**	0	**268**
1:15PM	14	12	32	0	**58**	0	14	7	4	0	**25**	0	30	48	6	0	**84**	0	6	57	10	1	**74**	2	**241**
1:30PM	8	10	47	0	**65**	0	11	13	9	0	**33**	0	26	48	14	0	**88**	0	6	37	13	0	**56**	0	**242**
1:45PM	11	9	33	0	**53**	0	9	9	4	0	**22**	0	21	32	9	0	**62**	0	3	41	16	0	**60**	0	**197**
Total	48	43	156	0	**247**	0	45	38	17	0	**100**	0	104	174	46	0	**324**	0	20	197	59	1	**277**	2	**948**
% Approach	19.4%	17.4%	63.2%	0%	**-**	-	45.0%	38.0%	17.0%	0%	**-**	-	32.1%	53.7%	14.2%	0%	**-**	-	7.2%	71.1%	21.3%	0.4%	**-**	-	-
% Total	5.1%	4.5%	16.5%	0%	**26.1%**	-	4.7%	4.0%	1.8%	0%	**10.5%**	-	11.0%	18.4%	4.9%	0%	**34.2%**	-	2.1%	20.8%	6.2%	0.1%	**29.2%**	-	-
PHF	0.800	0.896	0.830	-	**0.870**	-	0.804	0.731	0.472	-	**0.758**	-	0.867	0.906	0.676	-	**0.900**	-	0.833	0.794	0.738	0.250	**0.796**	-	0.884
Lights	48	43	156	0	**247**	-	44	38	17	0	**99**	-	103	174	34	0	**311**	-	20	196	59	1	**276**	-	933
% Lights	100%	100%	100%	0%	**100%**	-	97.8%	100%	100%	0%	**99.0%**	-	99.0%	100%	73.9%	0%	**96.0%**	-	100%	99.5%	100%	100%	**99.6%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1	0	12	0	**13**	-	0	0	0	0	**0**	-	14
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	2.2%	0%	0%	0%	**1.0%**	-	1.0%	0%	26.1%	0%	**4.0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & Southcross Drive - TMC
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666780, Location: 44.734521, -93.270931

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	8	8	0	0	**16**	0	3	23	16	0	**42**	0	4	21	5	1	**31**	0	2	4	5	0	**11**	0	**100**
7:15AM	5	12	0	0	**17**	0	2	24	13	0	**39**	0	3	23	9	0	**35**	1	2	3	3	0	**8**	0	**99**
7:30AM	12	15	4	1	**32**	0	4	35	10	0	**49**	0	4	21	8	0	**33**	0	2	10	6	0	**18**	0	**132**
7:45AM	11	16	1	0	**28**	0	2	37	11	0	**50**	0	3	23	3	0	**29**	1	1	11	6	0	**18**	0	**125**
Hourly Total	36	51	5	1	**93**	0	11	119	50	0	**180**	0	14	88	25	1	**128**	2	7	28	20	0	**55**	0	**456**
4:30PM	11	65	9	0	**85**	0	9	39	14	0	**62**	0	3	15	11	0	**29**	0	19	21	15	0	**55**	0	**231**
4:45PM	17	65	13	0	**95**	0	13	46	13	0	**72**	0	8	18	5	0	**31**	0	24	27	19	0	**70**	0	**268**
Hourly Total	28	130	22	0	**180**	0	22	85	27	0	**134**	0	11	33	16	0	**60**	0	43	48	34	0	**125**	0	**499**
5:00PM	15	83	7	0	**105**	1	12	38	14	0	**64**	0	5	16	10	0	**31**	0	18	31	15	0	**64**	1	**264**
5:15PM	16	60	2	0	**78**	2	12	32	11	0	**55**	0	3	14	6	0	**23**	3	11	29	9	0	**49**	0	**205**
Hourly Total	31	143	9	0	**183**	3	24	70	25	0	**119**	0	8	30	16	0	**54**	3	29	60	24	0	**113**	1	**469**
2019-06-15 1:00PM	12	35	7	0	**54**	0	5	37	10	0	**52**	0	6	11	6	0	**23**	1	15	14	17	0	**46**	0	**175**
1:15PM	15	45	3	1	**64**	0	10	38	14	0	**62**	0	4	19	8	0	**31**	0	14	20	12	0	**46**	0	**203**
1:30PM	15	51	4	1	**71**	0	4	31	13	0	**48**	0	1	21	5	0	**27**	0	14	21	10	0	**45**	0	**191**
1:45PM	10	35	7	0	**52**	1	3	36	13	0	**52**	0	5	23	10	0	**38**	0	11	21	13	0	**45**	0	**187**
Hourly Total	52	166	21	2	**241**	1	22	142	50	0	**214**	0	16	74	29	0	**119**	1	54	76	52	0	**182**	0	**756**
Total	147	490	57	3	**697**	4	79	416	152	0	**647**	0	49	225	86	1	**361**	6	133	212	130	0	**475**	1	**2180**
% Approach	21.1%	70.3%	8.2%	0.4%	**-**	-	12.2%	64.3%	23.5%	0%	**-**	-	13.6%	62.3%	23.8%	0.3%	**-**	-	28.0%	44.6%	27.4%	0%	**-**	-	**-**
% Total	6.7%	22.5%	2.6%	0.1%	**32.0%**	-	3.6%	19.1%	7.0%	0%	**29.7%**	-	2.2%	10.3%	3.9%	0%	**16.6%**	-	6.1%	9.7%	6.0%	0%	**21.8%**	-	**-**
Lights	142	487	54	3	**686**	-	78	411	151	0	**640**	-	47	223	83	1	**354**	-	133	210	129	0	**472**	-	2152
% Lights	96.6%	99.4%	94.7%	100%	**98.4%**	-	98.7%	98.8%	99.3%	0%	**98.9%**	-	95.9%	99.1%	96.5%	100%	**98.1%**	-	100%	99.1%	99.2%	0%	**99.4%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	5	3	3	0	**11**	-	1	5	1	0	**7**	-	2	2	3	0	**7**	-	0	2	1	0	**3**	-	28
% Buses and Single-Unit Trucks	3.4%	0.6%	5.3%	0%	**1.6%**	-	1.3%	1.2%	0.7%	0%	**1.1%**	-	4.1%	0.9%	3.5%	0%	**1.9%**	-	0%	0.9%	0.8%	0%	**0.6%**	-	1.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & Southcross Drive - TMC
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666780, Location: 44.734521, -93.270931

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	8	8	0	0	**16**	0	3	23	16	0	**42**	0	4	21	5	1	**31**	0	2	4	5	0	**11**	0	**100**
7:15AM	5	12	0	0	**17**	0	2	24	13	0	**39**	0	3	23	9	0	**35**	1	2	3	3	0	**8**	0	**99**
7:30AM	12	15	4	1	**32**	0	4	35	10	0	**49**	0	4	21	8	0	**33**	0	2	10	6	0	**18**	0	**132**
7:45AM	11	16	1	0	**28**	0	2	37	11	0	**50**	0	3	23	3	0	**29**	1	1	11	6	0	**18**	0	**125**
Total	36	51	5	1	**93**	0	11	119	50	0	**180**	0	14	88	25	1	**128**	2	7	28	20	0	**55**	0	**456**
% Approach	38.7%	54.8%	5.4%	1.1%	**-**	-	6.1%	66.1%	27.8%	0%	**-**	-	10.9%	68.8%	19.5%	0.8%	**-**	-	12.7%	50.9%	36.4%	0%	**-**	-	-
% Total	7.9%	11.2%	1.1%	0.2%	**20.4%**	-	2.4%	26.1%	11.0%	0%	**39.5%**	-	3.1%	19.3%	5.5%	0.2%	**28.1%**	-	1.5%	6.1%	4.4%	0%	**12.1%**	-	-
PHF	0.750	0.797	0.313	0.250	**0.727**	-	0.688	0.804	0.781	-	**0.900**	-	0.875	0.957	0.694	0.250	**0.914**	-	0.875	0.636	0.833	-	**0.764**	-	0.864
Lights	33	49	2	1	**85**	-	11	118	49	0	**178**	-	13	86	23	1	**123**	-	7	28	20	0	**55**	-	441
% Lights	91.7%	96.1%	40.0%	100%	**91.4%**	-	100%	99.2%	98.0%	0%	**98.9%**	-	92.9%	97.7%	92.0%	100%	**96.1%**	-	100%	100%	100%	0%	**100%**	-	96.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	2	3	0	**8**	-	0	1	1	0	**2**	-	1	2	2	0	**5**	-	0	0	0	0	**0**	-	15
% Buses and Single-Unit Trucks	8.3%	3.9%	60.0%	0%	**8.6%**	-	0%	0.8%	2.0%	0%	**1.1%**	-	7.1%	2.3%	8.0%	0%	**3.9%**	-	0%	0%	0%	0%	**0%**	-	3.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-50.0%		-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-50.0%		-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & Southcross Drive - TMC
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666780, Location: 44.734521, -93.270931

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 4:30PM	11	65	9	0	**85**	0	9	39	14	0	**62**	0	3	15	11	0	**29**	0	19	21	15	0	**55**	0	**231**
4:45PM	17	65	13	0	**95**	0	13	46	13	0	**72**	0	8	18	5	0	**31**	0	24	27	19	0	**70**	0	**268**
5:00PM	15	83	7	0	**105**	1	12	38	14	0	**64**	0	5	16	10	0	**31**	0	18	31	15	0	**64**	1	**264**
5:15PM	16	60	2	0	**78**	2	12	32	11	0	**55**	0	3	14	6	0	**23**	3	11	29	9	0	**49**	0	**205**
Total	59	273	31	0	**363**	3	46	155	52	0	**253**	0	19	63	32	0	**114**	3	72	108	58	0	**238**	1	**968**
% Approach	16.3%	75.2%	8.5%	0%	**-**	-	18.2%	61.3%	20.6%	0%	**-**	-	16.7%	55.3%	28.1%	0%	**-**	-	30.3%	45.4%	24.4%	0%	**-**	-	-
% Total	6.1%	28.2%	3.2%	0%	**37.5%**	-	4.8%	16.0%	5.4%	0%	**26.1%**	-	2.0%	6.5%	3.3%	0%	**11.8%**	-	7.4%	11.2%	6.0%	0%	**24.6%**	-	-
PHF	0.868	0.822	0.596	-	**0.864**	-	0.885	0.842	0.929	-	**0.878**	-	0.594	0.875	0.727	-	**0.919**	-	0.750	0.871	0.763	-	**0.850**	-	0.903
Lights	58	272	31	0	**361**	-	45	152	52	0	**249**	-	18	63	31	0	**112**	-	72	106	57	0	**235**	-	957
% Lights	98.3%	99.6%	100%	0%	**99.4%**	-	97.8%	98.1%	100%	0%	**98.4%**	-	94.7%	100%	96.9%	0%	**98.2%**	-	100%	98.1%	98.3%	0%	**98.7%**	-	98.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	1	3	0	0	**4**	-	1	0	1	0	**2**	-	0	2	1	0	**3**	-	11
% Buses and Single-Unit Trucks	1.7%	0.4%	0%	0%	**0.6%**	-	2.2%	1.9%	0%	0%	**1.6%**	-	5.3%	0%	3.1%	0%	**1.8%**	-	0%	1.9%	1.7%	0%	**1.3%**	-	1.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Portland Avenue & Southcross Drive - TMC
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666780, Location: 44.734521, -93.270931

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Portland Avenue						Portland Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-15 1:00PM	12	35	7	0	**54**	0	5	37	10	0	**52**	0	6	11	6	0	**23**	1	15	14	17	0	**46**	0	**175**
1:15PM	15	45	3	1	**64**	0	10	38	14	0	**62**	0	4	19	8	0	**31**	0	14	20	12	0	**46**	0	**203**
1:30PM	15	51	4	1	**71**	0	4	31	13	0	**48**	0	1	21	5	0	**27**	0	14	21	10	0	**45**	0	**191**
1:45PM	10	35	7	0	**52**	1	3	36	13	0	**52**	0	5	23	10	0	**38**	0	11	21	13	0	**45**	0	**187**
Total	52	166	21	2	**241**	1	22	142	50	0	**214**	0	16	74	29	0	**119**	1	54	76	52	0	**182**	0	**756**
% Approach	21.6%	68.9%	8.7%	0.8%	**-**	-	10.3%	66.4%	23.4%	0%	**-**	-	13.4%	62.2%	24.4%	0%	**-**	-	29.7%	41.8%	28.6%	0%	**-**	-	**-**
% Total	6.9%	22.0%	2.8%	0.3%	**31.9%**	-	2.9%	18.8%	6.6%	0%	**28.3%**	-	2.1%	9.8%	3.8%	0%	**15.7%**	-	7.1%	10.1%	6.9%	0%	**24.1%**	-	-
PHF	0.867	0.814	0.750	0.500	**0.849**	-	0.550	0.934	0.893	-	**0.863**	-	0.667	0.804	0.725	-	**0.783**	-	0.900	0.905	0.765	-	**0.989**	-	0.931
Lights	51	166	21	2	**240**	-	22	141	50	0	**213**	-	16	74	29	0	**119**	-	54	76	52	0	**182**	-	754
% Lights	98.1%	100%	100%	100%	**99.6%**	-	100%	99.3%	100%	0%	**99.5%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses and Single-Unit Trucks	1.9%	0%	0%	0%	**0.4%**	-	0%	0.7%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Buck Hill Road - TMC
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666781, Location: 44.737643, -93.285106

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Buck Hill Road						Buck Hill Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	20	15	3	0	**38**	0	4	30	7	0	**41**	0	3	45	2	0	**50**	0	2	17	8	0	**27**	0	**156**
7:15AM	15	12	4	0	**31**	0	6	28	3	0	**37**	0	2	49	3	0	**54**	1	2	27	13	0	**42**	0	**164**
7:30AM	14	17	4	0	**35**	1	6	41	7	1	**55**	0	3	45	4	0	**52**	0	3	15	10	0	**28**	0	**170**
7:45AM	15	15	2	0	**32**	0	4	49	7	0	**60**	0	3	39	1	0	**43**	0	1	33	12	0	**46**	0	**181**
Hourly Total	64	59	13	0	**136**	1	20	148	24	1	**193**	0	11	178	10	0	**199**	1	8	92	43	0	**143**	0	**671**
4:30PM	16	67	12	0	**95**	0	8	44	12	0	**64**	0	4	61	7	0	**72**	2	27	74	18	0	**119**	0	**350**
4:45PM	14	53	14	0	**81**	0	17	55	19	0	**91**	0	9	60	7	0	**76**	0	33	87	22	0	**142**	0	**390**
Hourly Total	30	120	26	0	**176**	0	25	99	31	0	**155**	0	13	121	14	0	**148**	2	60	161	40	0	**261**	0	**740**
5:00PM	20	79	14	0	**113**	0	5	44	12	0	**61**	0	9	42	11	0	**62**	0	19	100	19	0	**138**	1	**374**
5:15PM	13	63	17	0	**93**	0	4	49	2	0	**55**	0	6	48	6	0	**60**	1	25	93	22	0	**140**	0	**348**
Hourly Total	33	142	31	0	**206**	0	9	93	14	0	**116**	0	15	90	17	0	**122**	1	44	193	41	0	**278**	1	**722**
2019-06-15 1:00PM	13	38	7	0	**58**	0	7	35	23	0	**65**	0	16	102	2	0	**120**	0	17	102	16	0	**135**	0	**378**
1:15PM	14	31	10	0	**55**	0	6	33	21	0	**60**	0	9	103	8	0	**120**	0	21	118	23	0	**162**	0	**397**
1:30PM	6	37	12	0	**55**	0	5	30	21	0	**56**	0	6	94	4	0	**104**	0	28	90	10	0	**128**	0	**343**
1:45PM	12	28	10	0	**50**	0	9	42	13	0	**64**	0	13	76	5	0	**94**	0	19	110	13	0	**142**	0	**350**
Hourly Total	45	134	39	0	**218**	0	27	140	78	0	**245**	0	44	375	19	0	**438**	0	85	420	62	0	**567**	0	**1468**
Total	172	455	109	0	**736**	1	81	480	147	1	**709**	0	83	764	60	0	**907**	4	197	866	186	0	**1249**	1	**3601**
% Approach	23.4%	61.8%	14.8%	0%	**-**	-	11.4%	67.7%	20.7%	0.1%	**-**	-	9.2%	84.2%	6.6%	0%	**-**	-	15.8%	69.3%	14.9%	0%	**-**	-	-
% Total	4.8%	12.6%	3.0%	0%	**20.4%**	-	2.2%	13.3%	4.1%	0%	**19.7%**	-	2.3%	21.2%	1.7%	0%	**25.2%**	-	5.5%	24.0%	5.2%	0%	**34.7%**	-	-
Lights	169	451	108	0	**728**	-	81	470	144	1	**696**	-	82	761	59	0	**902**	-	195	860	182	0	**1237**	-	3563
% Lights	98.3%	99.1%	99.1%	0%	**98.9%**	-	100%	97.9%	98.0%	100%	**98.2%**	-	98.8%	99.6%	98.3%	0%	**99.4%**	-	99.0%	99.3%	97.8%	0%	**99.0%**	-	98.9%
Articulated Trucks	1	0	0	0	**1**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	0	2	1	0	**3**	-	6
% Articulated Trucks	0.6%	0%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	1.2%	0%	0%	0%	**0.1%**	-	0%	0.2%	0.5%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	2	4	1	0	**7**	-	0	9	3	0	**12**	-	0	3	1	0	**4**	-	2	4	3	0	**9**	-	32
% Buses and Single-Unit Trucks	1.2%	0.9%	0.9%	0%	**1.0%**	-	0%	1.9%	2.0%	0%	**1.7%**	-	0%	0.4%	1.7%	0%	**0.4%**	-	1.0%	0.5%	1.6%	0%	**0.7%**	-	0.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Buck Hill Road - TMC
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666781, Location: 44.737643, -93.285106

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Buck Hill Road						Buck Hill Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-13 7:00AM	20	15	3	0	**38**	0	4	30	7	0	**41**	0	3	45	2	0	**50**	0	2	17	8	0	**27**	0	**156**
7:15AM	15	12	4	0	**31**	0	6	28	3	0	**37**	0	2	49	3	0	**54**	1	2	27	13	0	**42**	0	**164**
7:30AM	14	17	4	0	**35**	1	6	41	7	1	**55**	0	3	45	4	0	**52**	0	3	15	10	0	**28**	0	**170**
7:45AM	15	15	2	0	**32**	0	4	49	7	0	**60**	0	3	39	1	0	**43**	0	1	33	12	0	**46**	0	**181**
Total	64	59	13	0	**136**	1	20	148	24	1	**193**	0	11	178	10	0	**199**	1	8	92	43	0	**143**	0	**671**
% Approach	47.1%	43.4%	9.6%	0%	**-**	-	10.4%	76.7%	12.4%	0.5%	**-**	-	5.5%	89.4%	5.0%	0%	**-**	-	5.6%	64.3%	30.1%	0%	**-**	-	-
% Total	9.5%	8.8%	1.9%	0%	**20.3%**	-	3.0%	22.1%	3.6%	0.1%	**28.8%**	-	1.6%	26.5%	1.5%	0%	**29.7%**	-	1.2%	13.7%	6.4%	0%	**21.3%**	-	-
PHF	0.800	0.868	0.813	-	**0.895**	-	0.833	0.755	0.857	0.250	**0.804**	-	0.917	0.908	0.625	-	**0.921**	-	0.667	0.697	0.827	-	**0.777**	-	0.927
Lights	63	57	12	0	**132**	-	20	144	24	1	**189**	-	10	176	9	0	**195**	-	7	89	41	0	**137**	-	653
% Lights	98.4%	96.6%	92.3%	0%	**97.1%**	-	100%	97.3%	100%	100%	**97.9%**	-	90.9%	98.9%	90.0%	0%	**98.0%**	-	87.5%	96.7%	95.3%	0%	**95.8%**	-	97.3%
Articulated Trucks	1	0	0	0	**1**	-	0	1	0	0	**1**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	4
% Articulated Trucks	1.6%	0%	0%	0%	**0.7%**	-	0%	0.7%	0%	0%	**0.5%**	-	9.1%	0%	0%	0%	**0.5%**	-	0%	0%	2.3%	0%	**0.7%**	-	0.6%
Buses and Single-Unit Trucks	0	2	1	0	**3**	-	0	3	0	0	**3**	-	0	2	1	0	**3**	-	1	3	1	0	**5**	-	14
% Buses and Single-Unit Trucks	0%	3.4%	7.7%	0%	**2.2%**	-	0%	2.0%	0%	0%	**1.6%**	-	0%	1.1%	10.0%	0%	**1.5%**	-	12.5%	3.3%	2.3%	0%	**3.5%**	-	2.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Buck Hill Road - TMC
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666781, Location: 44.737643, -93.285106

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Buck Hill Road						Buck Hill Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-13 4:30PM	16	67	12	0	**95**	0	8	44	12	0	**64**	0	4	61	7	0	**72**	2	27	74	18	0	**119**	0	**350**
4:45PM	14	53	14	0	**81**	0	17	55	19	0	**91**	0	9	60	7	0	**76**	0	33	87	22	0	**142**	0	**390**
5:00PM	20	79	14	0	**113**	0	5	44	12	0	**61**	0	9	42	11	0	**62**	0	19	100	19	0	**138**	1	**374**
5:15PM	13	63	17	0	**93**	0	4	49	2	0	**55**	0	6	48	6	0	**60**	1	25	93	22	0	**140**	0	**348**
Total	63	262	57	0	**382**	0	34	192	45	0	**271**	0	28	211	31	0	**270**	3	104	354	81	0	**539**	1	**1462**
% Approach	16.5%	68.6%	14.9%	0%	**-**	-	12.5%	70.8%	16.6%	0%	**-**	-	10.4%	78.1%	11.5%	0%	**-**	-	19.3%	65.7%	15.0%	0%	**-**	-	**-**
% Total	4.3%	17.9%	3.9%	0%	**26.1%**	-	2.3%	13.1%	3.1%	0%	**18.5%**	-	1.9%	14.4%	2.1%	0%	**18.5%**	-	7.1%	24.2%	5.5%	0%	**36.9%**	-	**-**
PHF	0.788	0.829	0.838		**0.845**	-	0.500	0.873	0.592		**0.745**	-	0.778	0.865	0.705		**0.888**	-	0.788	0.885	0.920		**0.949**	-	0.937
Lights	62	260	57	0	**379**	-	34	187	43	0	**264**	-	28	210	31	0	**269**	-	104	354	81	0	**539**	-	1451
% Lights	98.4%	99.2%	100%	0%	**99.2%**	-	100%	97.4%	95.6%	0%	**97.4%**	-	100%	99.5%	100%	0%	**99.6%**	-	100%	100%	100%	0%	**100%**	-	99.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	2	0	0	**3**	-	0	5	2	0	**7**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	11
% Buses and Single-Unit Trucks	1.6%	0.8%	0%	0%	**0.8%**	-	0%	2.6%	4.4%	0%	**2.6%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Buck Hill Road - TMC
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666781, Location: 44.737643, -93.285106

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Buck Hill Road						Buck Hill Road						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-15 1:00PM	13	38	7	0	**58**	0	7	35	23	0	**65**	0	16	102	2	0	**120**	0	17	102	16	0	**135**	0	**378**
1:15PM	14	31	10	0	**55**	0	6	33	21	0	**60**	0	9	103	8	0	**120**	0	21	118	23	0	**162**	0	**397**
1:30PM	6	37	12	0	**55**	0	5	30	21	0	**56**	0	6	94	4	0	**104**	0	28	90	10	0	**128**	0	**343**
1:45PM	12	28	10	0	**50**	0	9	42	13	0	**64**	0	13	76	5	0	**94**	0	19	110	13	0	**142**	0	**350**
Total	45	134	39	0	**218**	0	27	140	78	0	**245**	0	44	375	19	0	**438**	0	85	420	62	0	**567**	0	**1468**
% Approach	20.6%	61.5%	17.9%	0%	-	-	11.0%	57.1%	31.8%	0%	-	-	10.0%	85.6%	4.3%	0%	-	-	15.0%	74.1%	10.9%	0%	-	-	-
% Total	3.1%	9.1%	2.7%	0%	**14.9%**	-	1.8%	9.5%	5.3%	0%	**16.7%**	-	3.0%	25.5%	1.3%	0%	**29.8%**	-	5.8%	28.6%	4.2%	0%	**38.6%**	-	-
PHF	0.804	0.882	0.813	-	**0.940**	-	0.750	0.833	0.848	-	**0.942**	-	0.688	0.910	0.594	-	**0.913**	-	0.759	0.890	0.674	-	**0.875**	-	0.924
Lights	44	134	39	0	**217**	-	27	139	77	0	**243**	-	44	375	19	0	**438**	-	84	417	60	0	**561**	-	1459
% Lights	97.8%	100%	100%	0%	**99.5%**	-	100%	99.3%	98.7%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	98.8%	99.3%	96.8%	0%	**98.9%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.1%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	1	1	0	**2**	-	0	0	0	0	**0**	-	1	1	2	0	**4**	-	7
% Buses and Single-Unit Trucks	2.2%	0%	0%	0%	**0.5%**	-	0%	0.7%	1.3%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	1.2%	0.2%	3.2%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
Full Length (12 AM-12 AM, 1 PM-2 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

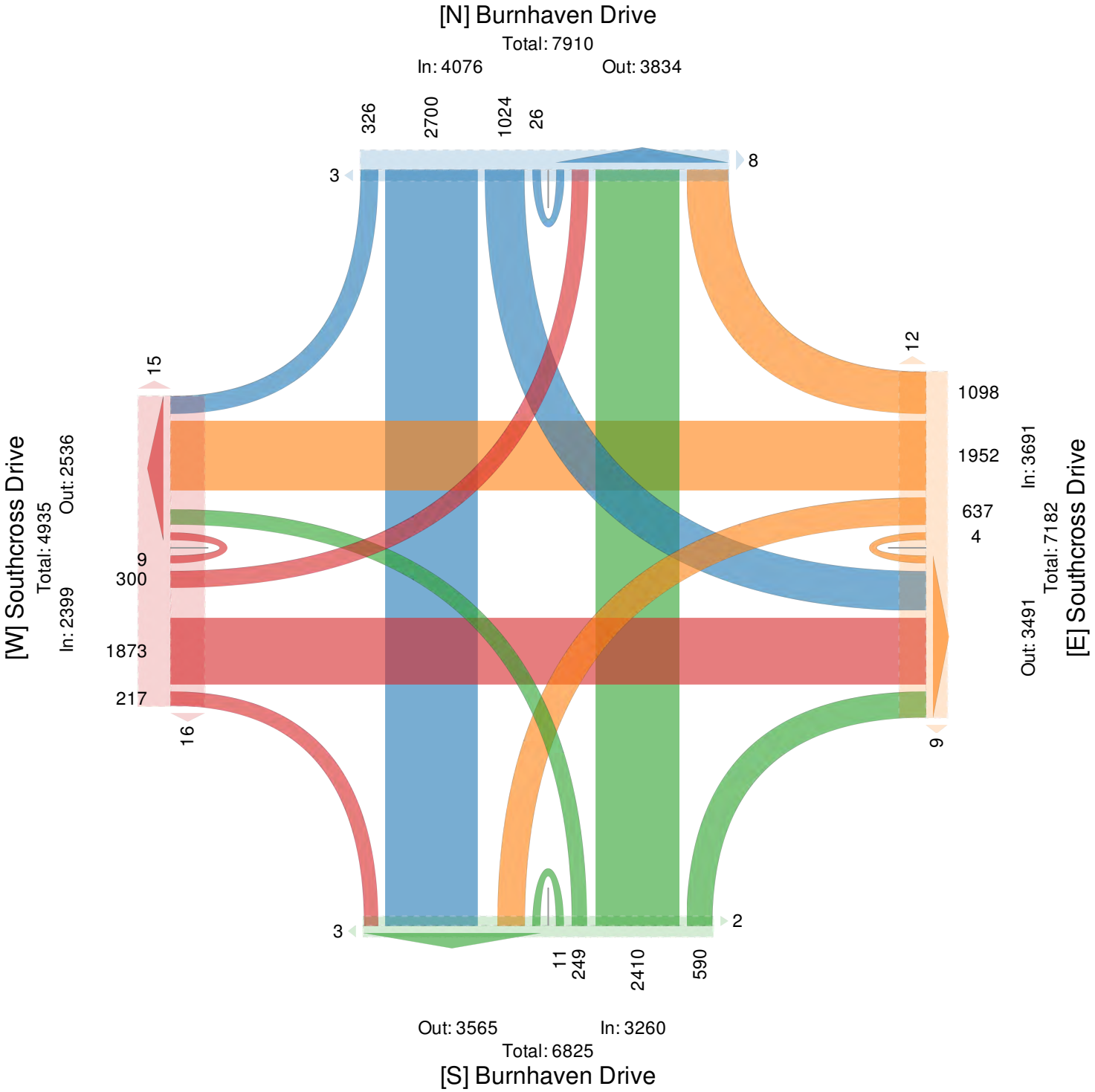
Leg	Southcross Drive						Southcross Drive						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-27 12:00AM	0	1	0	0	**1**	0	2	4	0	0	**6**	0	2	2	0	0	**4**	0	0	5	0	0	**5**	0	**16**
12:15AM	0	1	0	0	**1**	0	5	3	0	0	**8**	0	0	1	0	0	**1**	0	0	3	0	0	**3**	0	**13**
12:30AM	0	3	0	0	**3**	0	4	3	0	0	**7**	0	1	0	0	0	**1**	0	1	1	0	0	**2**	0	**13**
12:45AM	0	0	0	0	**0**	0	2	5	0	0	**7**	0	0	1	0	0	**1**	0	1	1	0	0	**2**	0	**10**
Hourly Total	0	5	0	0	**5**	0	13	15	0	0	**28**	0	3	4	0	0	**7**	0	2	10	0	0	**12**	0	**52**
1:00AM	0	2	0	0	**2**	0	5	3	0	0	**8**	0	0	1	0	0	**1**	0	0	0	1	0	**1**	0	**12**
1:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	1	0	1	0	**2**	0	**4**
1:30AM	0	3	1	0	**4**	0	2	2	0	0	**4**	0	0	2	0	0	**2**	0	0	0	0	0	**0**	0	**10**
1:45AM	0	0	0	0	**0**	1	3	2	0	0	**5**	0	2	0	0	0	**2**	0	0	0	0	0	**0**	0	**7**
Hourly Total	0	5	1	0	**6**	1	10	7	0	0	**17**	0	3	3	1	0	**7**	0	1	0	2	0	**3**	0	**33**
2:00AM	0	0	1	0	**1**	0	1	1	0	0	**2**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**4**
2:15AM	0	1	0	0	**1**	0	2	3	0	0	**5**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**6**
2:30AM	0	2	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**3**
2:45AM	1	0	0	0	**1**	0	1	0	1	0	**2**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	**5**
Hourly Total	1	3	1	0	**5**	0	4	4	1	0	**9**	0	0	0	2	0	**2**	0	0	2	0	0	**2**	0	**18**
3:00AM	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	**3**
3:15AM	0	1	0	0	**1**	0	2	1	0	0	**3**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	**6**
3:30AM	0	1	0	0	**1**	0	1	0	0	0	**1**	0	1	1	0	0	**2**	0	0	0	0	0	**0**	0	**4**
3:45AM	0	2	0	0	**2**	0	2	2	0	0	**4**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**7**
Hourly Total	0	5	0	0	**5**	0	5	3	0	0	**8**	0	1	1	2	0	**4**	0	0	2	1	0	**3**	0	**20**
4:00AM	0	1	0	0	**1**	0	1	1	1	0	**3**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**5**
4:15AM	0	2	0	0	**2**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**3**
4:30AM	0	5	0	0	**5**	0	0	1	0	0	**1**	0	0	5	0	0	**5**	0	0	2	0	0	**2**	0	**13**
4:45AM	0	4	0	0	**4**	0	0	1	1	0	**2**	0	0	5	1	0	**6**	0	0	1	0	0	**1**	0	**13**
Hourly Total	0	12	0	0	**12**	0	1	3	3	0	**7**	0	0	11	1	0	**12**	0	0	3	0	0	**3**	0	**34**
5:00AM	1	5	0	0	**6**	1	0	6	3	0	**9**	0	0	2	3	0	**5**	0	1	2	0	0	**3**	0	**23**
5:15AM	2	11	1	0	**14**	0	1	4	1	0	**6**	0	1	4	3	0	**8**	0	0	0	1	0	**1**	0	**29**
5:30AM	0	9	0	0	**9**	0	1	8	4	0	**13**	0	4	6	2	0	**12**	0	2	1	1	0	**4**	0	**38**
5:45AM	1	12	3	0	**16**	0	1	7	6	0	**14**	0	0	8	2	0	**10**	0	0	3	1	0	**4**	0	**44**
Hourly Total	4	37	4	0	**45**	1	3	25	14	0	**42**	0	5	20	10	0	**35**	0	3	6	3	0	**12**	0	**134**
6:00AM	0	27	0	0	**27**	2	3	14	1	0	**18**	0	1	10	0	0	**11**	0	2	5	1	0	**8**	0	**64**
6:15AM	0	18	1	0	**19**	0	4	16	5	0	**25**	0	1	15	0	0	**16**	0	3	3	0	0	**6**	0	**66**
6:30AM	1	33	4	0	**38**	0	7	20	7	0	**34**	0	2	6	1	0	**9**	0	1	8	0	0	**9**	1	**90**
6:45AM	1	33	5	0	**39**	0	13	19	11	0	**43**	0	1	15	2	0	**18**	0	1	7	1	0	**9**	0	**109**
Hourly Total	2	111	10	0	**123**	2	27	69	24	0	**120**	0	5	46	3	0	**54**	0	7	23	2	0	**32**	1	**329**
7:00AM	3	23	2	0	**28**	0	8	23	6	0	**37**	0	3	17	3	0	**23**	0	2	17	2	0	**21**	1	**109**
7:15AM	1	29	1	0	**31**	0	9	29	9	0	**47**	0	2	23	2	0	**27**	0	7	6	2	1	**16**	0	**121**
7:30AM	1	25	2	0	**28**	0	4	31	5	0	**40**	0	5	26	8	0	**39**	1	5	10	3	0	**18**	1	**125**
7:45AM	3	26	4	0	**33**	1	3	42	17	0	**62**	1	6	33	10	0	**49**	0	3	9	4	0	**16**	0	**160**
Hourly Total	8	103	9	0	**120**	1	24	125	37	0	**186**	1	16	99	23	0	**138**	1	17	42	11	1	**71**	2	**515**
8:00AM	2	24	3	0	**29**	0	10	20	12	0	**42**	0	5	19	4	0	**28**	0	5	10	2	0	**17**	1	**116**
8:15AM	7	28	8	0	**43**	1	11	29	13	0	**53**	0	6	25	6	0	**37**	0	4	13	1	0	**18**	0	**151**
8:30AM	5	27	7	0	**39**	0	13	28	12	0	**53**	0	2	22	7	0	**31**	0	9	18	6	1	**34**	0	**157**
8:45AM	4	39	2	0	**45**	0	13	26	12	0	**51**	0	3	29	16	0	**48**	0	5	11	4	1	**21**	0	**165**
Hourly Total	18	118	20	0	**156**	1	47	103	49	0	**199**	0	16	95	33	0	**144**	0	23	52	13	2	**90**	1	**589**
9:00AM	8	15	5	0	**28**	1	8	26	8	0	**42**	0	3	41	12	0	**56**	0	5	13	3	2	**23**	0	**149**
9:15AM	4	16	3	0	**23**	1	5	23	9	0	**37**	0	1	23	11	0	**35**	0	7	19	3	0	**29**	0	**124**
9:30AM	5	26	3	1	**35**	0	9	21	20	0	**50**	1	0	39	19	0	**58**	0	9	23	4	1	**37**	0	**180**
9:45AM	5	25	1	0	**31**	0	10	37	22	0	**69**	0	3	34	9	0	**46**	0	11	37	5	1	**54**	0	**200**
Hourly Total	22	82	12	1	**117**	2	32	107	59	0	**198**	1	7	137	51	0	**195**	0	32	92	15	4	**143**	0	**653**
10:00AM	7	20	2	0	**29**	1	9	17	14	0	**40**	0	4	35	1	1	**41**	0	11	25	6	0	**42**	0	**152**
10:15AM	1	16	3	0	**20**	0	3	18	15	0	**36**	0	0	30	13	0	**43**	0	5	18	2	0	**25**	0	**124**
10:30AM	3	24	4	0	**31**	0	9	20	8	0	**37**	0	3	29	9	1	**42**	0	8	24	3	2	**37**	0	**147**
10:45AM	3	21	1	1	**26**	0	7	21	17	0	**45**	0	3	36	9	0	**48**	0	6	26	2	0	**34**	0	**153**
Hourly Total	14	81	10	1	**106**	1	28	76	54	0	**158**	0	10	130	32	2	**174**	0	30	93	13	2	**138**	0	**576**
11:00AM	2	23	2	0	**27**	0	9	12	11	0	**32**	0	2	31	8	1	**42**	0	9	22	2	2	**35**	0	**136**
11:15AM	4	24	1	0	**29**	0	7	25	19	0	**51**	0	2	38	5	0	**45**	0	15	24	1	0	**40**	0	**165**
11:30AM	4	23	1	0	**28**	0	11	25	15	0	**51**	0	6	34	8	0	**48**	0	11	33	2	0	**46**	0	**173**
11:45AM	7	31	5	0	**43**	1	6	21	31	1	**59**	0	5	52	13	0	**70**	0	16	37	2	1	**56**	0	**228**
Hourly Total	17	101	9	0	**127**	1	33	83	76	1	**193**	0	15	155	34	1	**205**	0	51	116	7	3	**177**	0	**702**
12:00PM	6	29	5	0	**40**	0	15	22	18	0	**55**	1	9	40	13	0	**62**	0	16	38	3	1	**58**	0	**215**
12:15PM	0	23	3	0	**26**	0	10	29	23	0	**62**	0	3	61	12	0	**76**	0	18	24	5	1	**48**	0	**212**
12:30PM	5	23	1	0	**29**	0	7	20	26	0	**53**	0	3	47	9	0	**59**	0	12	42	5	1	**60**	4	**201**
12:45PM	8	21	3	1	**33**	1	13	24	20	0	**57**	0	2	58	5	0	**65**	0	19	39	7	2	**67**	0	**222**
Hourly Total	19	96	12	1	**128**	1	45	95	87	0	**227**	1	17	206	39	0	**262**	0	65	143	20	5	**233**	4	**850**
1:00PM	5	19	5	0	**29**	1	8	28	15	0	**51**	1	4	60	13	0	**77**	1	16	38	3	1	**58**	0	**215**
1:15PM	4	20	4	0	**28**	0	9	22	21	1	**53**	0	1	42	9	0	**52**	0	15	49	4	0	**68**	0	**201**
1:30PM	9	20	3	0	**32**	1	10	20	14	0	**44**	1	2	44	15	0	**61**	0	21	43	2	0	**66**	0	**203**
1:45PM	6	27	5	0	**38**	0	5	30	24	0	**59**	1	2	40	17	2	**61**	0	25	49	2	0	**76**	0	**234**
Hourly Total	24	86	17	0	**127**	2	32	100	74	1	**207**	3	9	186	54	2	**251**	1	77	179	11	1	**268**	0	**853**
2:00PM	5	36	5	0	**46**	0	9	20	13	0	**42**	0	4	46	7	0	**57**	0	15	62	5	1	**83**	0	**228**
2:15PM	6	16	1	0	**23**	1	11	16	19	1	**47**	0	8	53	7	0	**68**	0	16	50	8	0	**74**	0	**212**
2:30PM	6	25	0	1	**32**	0	8	25	23	0	**56**	2	5	30	16	0	**51**	0	19	76	6	0	**101**	0	**240**
2:45PM	2	18	5	0	**25**	1	7	30	21	0	**58**	0	4	40	6	0	**50**	1	18	61	7	0	**86**	0	**219**

Leg	Southcross Drive						Southcross Drive						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	19	95	11	1	**126**	2	35	91	76	1	**203**	2	21	169	36	0	**226**	1	68	249	26	1	**344**	0	**899**
3:00PM	9	45	3	0	**57**	1	13	36	13	0	**62**	1	3	37	7	0	**47**	0	23	51	7	0	**81**	0	**247**
3:15PM	11	26	8	0	**45**	0	7	30	18	0	**55**	2	4	37	6	0	**47**	0	22	58	6	0	**86**	1	**233**
3:30PM	10	33	7	0	**50**	0	9	36	18	0	**63**	0	6	41	10	0	**57**	0	31	68	10	0	**109**	0	**279**
3:45PM	5	31	4	0	**40**	1	9	46	28	0	**83**	0	5	50	10	0	**65**	0	28	54	8	1	**91**	0	**279**
Hourly Total	35	135	22	0	**192**	2	38	148	77	0	**263**	3	18	165	33	0	**216**	0	104	231	31	1	**367**	1	**1038**
4:00PM	9	47	6	1	**63**	0	6	35	16	0	**57**	0	3	43	17	0	**63**	0	32	68	12	0	**112**	0	**295**
4:15PM	4	56	5	1	**66**	1	15	55	15	0	**85**	0	8	48	9	0	**65**	0	34	56	8	0	**98**	0	**314**
4:30PM	4	50	5	1	**60**	0	16	49	18	0	**83**	1	8	47	16	0	**71**	1	30	67	7	1	**105**	0	**319**
4:45PM	8	39	7	0	**54**	1	14	42	25	0	**81**	0	3	45	9	2	**59**	0	23	69	5	0	**97**	0	**291**
Hourly Total	25	192	23	3	**243**	2	51	181	74	0	**306**	1	22	183	51	2	**258**	1	119	260	32	1	**412**	0	**1219**
5:00PM	8	67	6	0	**81**	0	9	38	25	0	**72**	1	3	47	13	0	**63**	0	28	74	12	0	**114**	0	**330**
5:15PM	4	53	4	0	**61**	1	12	41	22	0	**75**	2	6	56	13	0	**75**	1	22	77	7	0	**106**	0	**317**
5:30PM	3	49	2	0	**54**	0	9	41	19	0	**69**	0	4	51	6	0	**61**	0	32	74	8	2	**116**	0	**300**
5:45PM	5	34	4	0	**43**	0	11	56	27	0	**94**	0	2	47	10	0	**59**	0	33	64	5	0	**102**	0	**298**
Hourly Total	20	203	16	0	**239**	1	41	176	93	0	**310**	3	15	201	42	0	**258**	1	115	289	32	2	**438**	0	**1245**
6:00PM	8	31	4	0	**43**	1	10	30	17	0	**57**	0	8	38	14	1	**61**	0	25	74	5	0	**104**	0	**265**
6:15PM	1	28	4	0	**33**	0	8	42	20	0	**70**	0	3	39	8	1	**51**	0	15	52	6	0	**73**	0	**227**
6:30PM	4	18	1	0	**23**	0	9	32	15	0	**56**	0	5	36	7	0	**48**	0	14	42	4	0	**60**	0	**187**
6:45PM	11	26	2	1	**40**	0	7	28	26	0	**61**	1	2	29	8	0	**39**	0	24	61	3	0	**88**	0	**228**
Hourly Total	24	103	11	1	**139**	1	34	132	78	0	**244**	1	18	142	37	2	**199**	0	78	229	18	0	**325**	0	**907**
7:00PM	1	21	7	0	**29**	1	6	21	23	0	**50**	1	3	42	4	0	**49**	0	20	35	6	0	**61**	0	**189**
7:15PM	5	23	1	0	**29**	0	11	22	12	0	**45**	2	3	30	5	0	**38**	0	17	41	5	2	**65**	0	**177**
7:30PM	6	20	2	0	**28**	1	4	26	15	0	**45**	0	4	22	3	0	**29**	0	17	56	4	0	**77**	0	**179**
7:45PM	4	18	3	0	**25**	2	4	30	15	0	**49**	0	5	22	11	1	**39**	0	13	35	3	0	**51**	0	**164**
Hourly Total	16	82	13	0	**111**	4	25	99	65	0	**189**	3	15	116	23	1	**155**	0	67	167	18	2	**254**	0	**709**
8:00PM	4	14	0	0	**18**	0	7	37	19	0	**63**	0	3	25	4	0	**32**	0	14	37	4	0	**55**	0	**168**
8:15PM	2	11	1	1	**15**	0	6	19	8	0	**33**	0	1	18	6	0	**25**	0	14	44	5	0	**63**	0	**136**
8:30PM	3	14	1	0	**18**	0	4	12	4	1	**21**	0	1	19	10	0	**30**	0	9	30	6	0	**45**	0	**114**
8:45PM	3	12	3	0	**18**	1	6	21	10	0	**37**	0	2	11	3	0	**16**	0	15	35	7	0	**57**	0	**128**
Hourly Total	12	51	5	1	**69**	1	23	89	41	1	**154**	0	7	73	23	0	**103**	0	52	146	22	0	**220**	0	**546**
9:00PM	2	7	0	0	**9**	0	10	20	6	0	**36**	0	2	21	7	0	**30**	0	8	27	6	0	**41**	0	**116**
9:15PM	3	12	1	0	**16**	1	4	19	2	0	**25**	0	1	13	3	0	**17**	0	8	27	5	0	**40**	1	**98**
9:30PM	1	14	0	0	**15**	0	7	12	0	0	**19**	0	2	10	4	0	**16**	0	7	18	4	0	**29**	0	**79**
9:45PM	0	8	0	0	**8**	0	2	15	4	0	**21**	0	1	5	2	0	**8**	0	4	12	2	0	**18**	0	**55**
Hourly Total	6	41	1	0	**48**	1	23	66	12	0	**101**	0	6	49	16	0	**71**	0	27	84	17	0	**128**	1	**348**
10:00PM	1	11	0	0	**12**	0	4	12	0	0	**16**	0	1	2	0	0	**3**	0	2	16	3	0	**21**	0	**52**
10:15PM	0	9	0	0	**9**	0	8	11	1	0	**20**	1	0	3	1	0	**4**	0	5	8	0	0	**13**	0	**46**
10:30PM	0	1	0	0	**1**	0	4	8	2	0	**14**	0	3	6	0	0	**9**	0	5	13	1	0	**19**	0	**43**
10:45PM	2	4	0	0	**6**	0	2	4	1	0	**7**	0	0	2	2	0	**4**	0	0	8	1	0	**9**	0	**26**
Hourly Total	3	25	0	0	**28**	0	18	35	4	0	**57**	1	4	13	3	0	**20**	0	12	45	5	0	**62**	0	**167**
11:00PM	0	3	0	0	**3**	1	4	7	1	0	**12**	0	0	2	1	0	**3**	0	4	10	2	0	**16**	0	**34**
11:15PM	1	2	0	0	**3**	0	4	7	0	0	**11**	0	0	1	1	0	**2**	0	1	5	3	0	**9**	0	**25**
11:30PM	1	3	0	0	**4**	0	1	6	2	0	**9**	0	1	3	2	0	**6**	0	1	3	0	0	**4**	0	**23**
11:45PM	0	6	0	0	**6**	0	4	6	3	0	**13**	0	1	0	0	0	**1**	0	0	3	0	0	**3**	0	**23**
Hourly Total	2	14	0	0	**16**	1	13	26	6	0	**45**	0	2	6	4	0	**12**	0	6	21	5	0	**32**	0	**105**
2019-06-29 1:00PM	3	23	3	0	**29**	0	8	25	25	0	**58**	0	5	49	14	0	**68**	0	16	57	4	0	**77**	1	**232**
1:15PM	2	20	2	0	**24**	2	6	19	21	0	**46**	0	2	55	8	1	**66**	0	19	45	7	0	**71**	0	**207**
1:30PM	1	29	3	0	**33**	1	10	20	26	0	**56**	1	2	51	7	0	**60**	0	14	54	5	1	**74**	0	**223**
1:45PM	3	15	2	0	**20**	0	8	30	22	0	**60**	0	5	45	8	0	**58**	0	19	60	6	0	**85**	0	**223**
Hourly Total	9	87	10	0	**106**	3	32	94	94	0	**220**	1	14	200	37	1	**252**	0	68	216	22	1	**307**	1	**885**
Total	300	1873	217	9	**2399**	31	637	1952	1098	4	**3691**	21	249	2410	590	11	**3260**	5	1024	2700	326	26	**4076**	11	**13426**
% Approach	12.5%	78.1%	9.0%	0.4%	-	-	17.3%	52.9%	29.7%	0.1%	-	-	7.6%	73.9%	18.1%	0.3%	-	-	25.1%	66.2%	8.0%	0.6%	-	-	-
% Total	2.2%	14.0%	1.6%	0.1%	**17.9%**	-	4.7%	14.5%	8.2%	0%	**27.5%**	-	1.9%	18.0%	4.4%	0.1%	**24.3%**	-	7.6%	20.1%	2.4%	0.2%	**30.4%**	-	-
Lights	294	1848	216	9	**2367**	-	619	1914	1089	4	**3626**	-	242	2392	575	11	**3220**	-	1017	2690	323	26	**4056**	-	13269
% Lights	98.0%	98.7%	99.5%	100%	**98.7%**	-	97.2%	98.1%	99.2%	100%	**98.2%**	-	97.2%	99.3%	97.5%	100%	**98.8%**	-	99.3%	99.6%	99.1%	100%	**99.5%**	-	98.8%
Articulated Trucks	0	4	0	0	**4**	-	9	6	2	0	**17**	-	1	4	7	0	**12**	-	1	0	0	0	**1**	-	34
% Articulated Trucks	0%	0.2%	0%	0%	**0.2%**	-	1.4%	0.3%	0.2%	0%	**0.5%**	-	0.4%	0.2%	1.2%	0%	**0.4%**	-	0.1%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	6	21	1	0	**28**	-	9	32	7	0	**48**	-	6	14	8	0	**28**	-	6	10	3	0	**19**	-	123
% Buses and Single-Unit Trucks	2.0%	1.1%	0.5%	0%	**1.2%**	-	1.4%	1.6%	0.6%	0%	**1.3%**	-	2.4%	0.6%	1.4%	0%	**0.9%**	-	0.6%	0.4%	0.9%	0%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	24	-	-	-	-	-	19	-	-	-	-	-	5	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	77.4%	-	-	-	-	-	90.5%	-	-	-	-	-	100%	-	-	-	-	-	72.7%	-
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	22.6%	-	-	-	-	-	9.5%	-	-	-	-	-	0%	-	-	-	-	-	27.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
Full Length (12 AM-12 AM, 1 PM-2 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
AM Peak (Jun 27 2019 9:15AM - 10:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

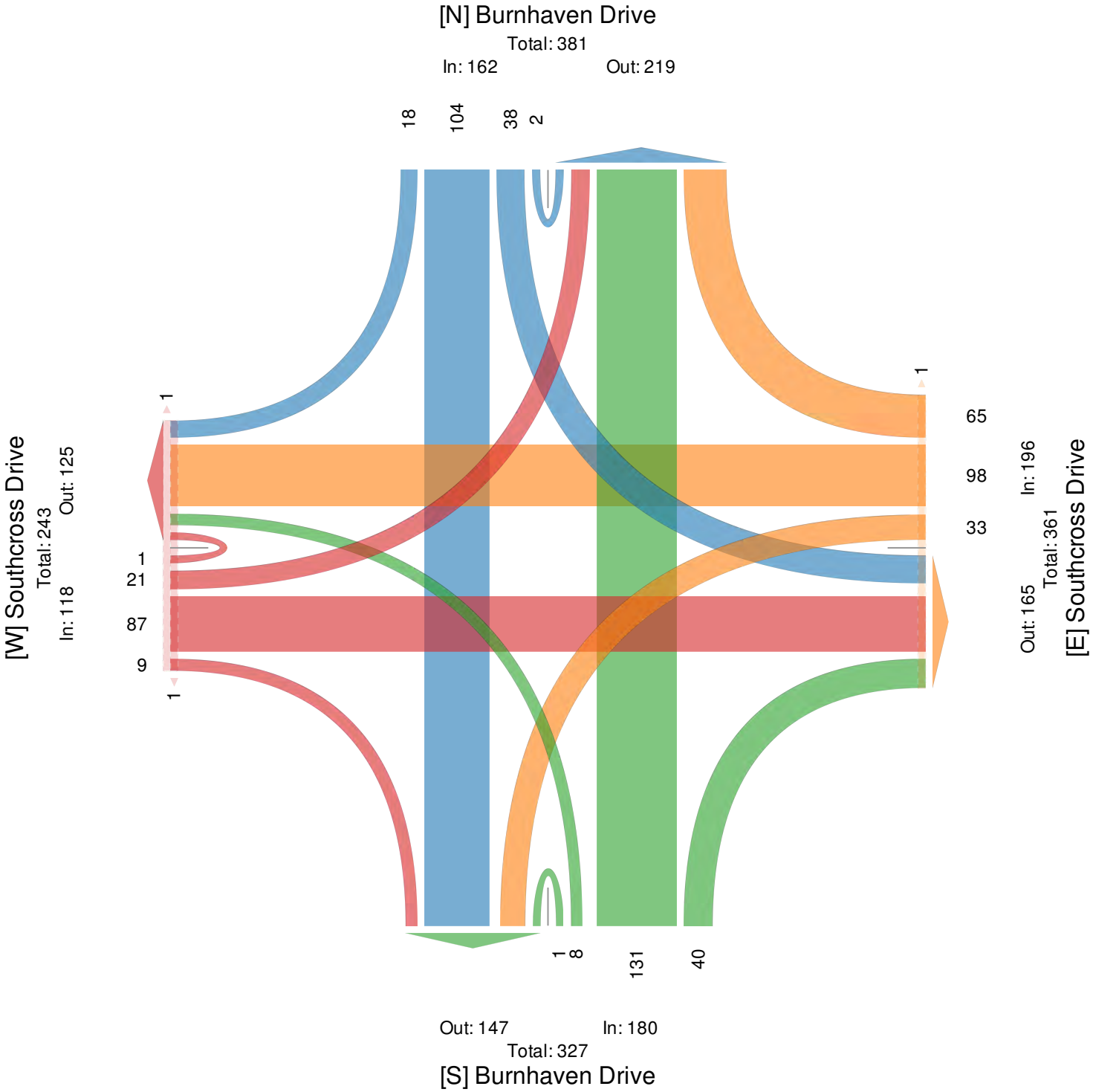
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-27 9:15AM	4	16	3	0	**23**	1	5	23	9	0	**37**	0	1	23	11	0	**35**	0	7	19	3	0	**29**	0	**124**
9:30AM	5	26	3	1	**35**	0	9	21	20	0	**50**	1	0	39	19	0	**58**	0	9	23	4	1	**37**	0	**180**
9:45AM	5	25	1	0	**31**	0	10	37	22	0	**69**	0	3	34	9	0	**46**	0	11	37	5	1	**54**	0	**200**
10:00AM	7	20	2	0	**29**	1	9	17	14	0	**40**	0	4	35	1	1	**41**	0	11	25	6	0	**42**	0	**152**
Total	21	87	9	1	**118**	2	33	98	65	0	**196**	1	8	131	40	1	**180**	0	38	104	18	2	**162**	0	**656**
% Approach	17.8%	73.7%	7.6%	0.8%	**-**	-	16.8%	50.0%	33.2%	0%	**-**	-	4.4%	72.8%	22.2%	0.6%	**-**	-	23.5%	64.2%	11.1%	1.2%	**-**	-	**-**
% Total	3.2%	13.3%	1.4%	0.2%	**18.0%**	-	5.0%	14.9%	9.9%	0%	**29.9%**	-	1.2%	20.0%	6.1%	0.2%	**27.4%**	-	5.8%	15.9%	2.7%	0.3%	**24.7%**	-	**-**
PHF	0.750	0.837	0.750	0.250	**0.843**	-	0.825	0.662	0.739	-	**0.710**	-	0.500	0.840	0.526	0.250	**0.776**	-	0.864	0.703	0.750	0.500	**0.750**	-	0.820
Lights	21	84	9	1	**115**	-	31	94	65	0	**190**	-	8	128	39	1	**176**	-	37	101	18	2	**158**	-	639
% Lights	100%	96.6%	100%	100%	**97.5%**	-	93.9%	95.9%	100%	0%	**96.9%**	-	100%	97.7%	97.5%	100%	**97.8%**	-	97.4%	97.1%	100%	100%	**97.5%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.5%**	-	0%	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	0	3	0	0	**3**	-	2	3	0	0	**5**	-	0	2	1	0	**3**	-	1	3	0	0	**4**	-	15
% Buses and Single-Unit Trucks	0%	3.4%	0%	0%	**2.5%**	-	6.1%	3.1%	0%	0%	**2.6%**	-	0%	1.5%	2.5%	0%	**1.7%**	-	2.6%	2.9%	0%	0%	**2.5%**	-	2.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
AM Peak (Jun 27 2019 9:15AM - 10:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
Midday Peak (Jun 27 2019 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

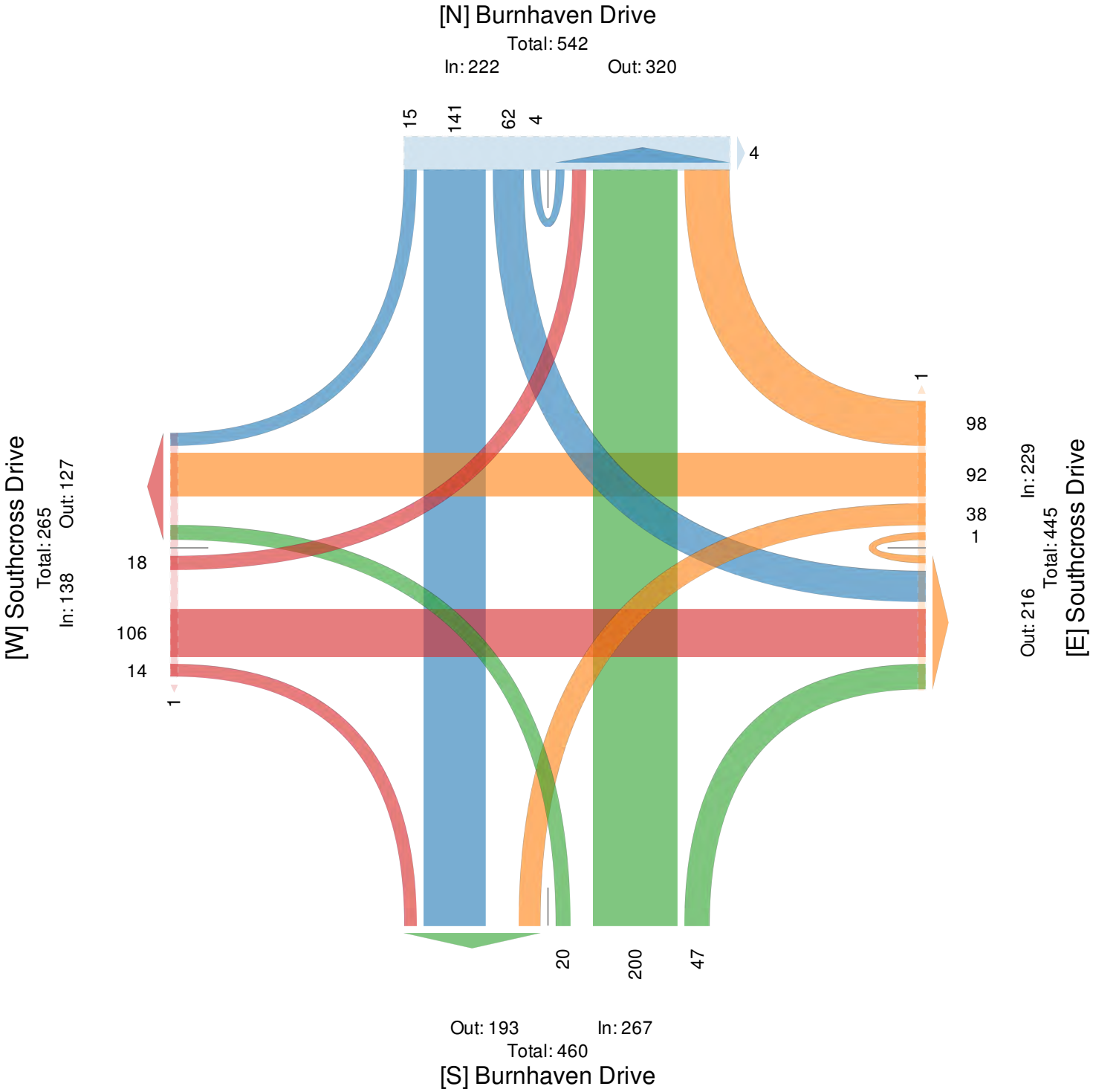
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-27 11:45AM	7	31	5	0	**43**	1	6	21	31	1	**59**	0	5	52	13	0	**70**	0	16	37	2	1	**56**	0	**228**
12:00PM	6	29	5	0	**40**	0	15	22	18	0	**55**	1	9	40	13	0	**62**	0	16	38	3	1	**58**	0	**215**
12:15PM	0	23	3	0	**26**	0	10	29	23	0	**62**	0	3	61	12	0	**76**	0	18	24	5	1	**48**	0	**212**
12:30PM	5	23	1	0	**29**	0	7	20	26	0	**53**	0	3	47	9	0	**59**	0	12	42	5	1	**60**	4	**201**
Total	18	106	14	0	**138**	1	38	92	98	1	**229**	1	20	200	47	0	**267**	0	62	141	15	4	**222**	4	**856**
% Approach	13.0%	76.8%	10.1%	0%	**-**	-	16.6%	40.2%	42.8%	0.4%	**-**	-	7.5%	74.9%	17.6%	0%	**-**	-	27.9%	63.5%	6.8%	1.8%	**-**	-	-
% Total	2.1%	12.4%	1.6%	0%	**16.1%**	-	4.4%	10.7%	11.4%	0.1%	**26.8%**	-	2.3%	23.4%	5.5%	0%	**31.2%**	-	7.2%	16.5%	1.8%	0.5%	**25.9%**	-	-
PHF	0.643	0.855	0.700	-	**0.802**	-	0.633	0.793	0.790	0.250	**0.923**	-	0.556	0.820	0.904	-	**0.878**	-	0.861	0.839	0.750	1.000	**0.925**	-	0.939
Lights	17	105	14	0	**136**	-	36	92	95	1	**224**	-	17	200	45	0	**262**	-	60	141	14	4	**219**	-	841
% Lights	94.4%	99.1%	100%	0%	**98.6%**	-	94.7%	100%	96.9%	100%	**97.8%**	-	85.0%	100%	95.7%	0%	**98.1%**	-	96.8%	100%	93.3%	100%	**98.6%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	1	0	1	0	**2**	-	1	0	1	0	**2**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	2.6%	0%	1.0%	0%	**0.9%**	-	5.0%	0%	2.1%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses and Single-Unit Trucks	1	1	0	0	**2**	-	1	0	2	0	**3**	-	2	0	1	0	**3**	-	2	0	1	0	**3**	-	11
% Buses and Single-Unit Trucks	5.6%	0.9%	0%	0%	**1.4%**	-	2.6%	0%	2.0%	0%	**1.3%**	-	10.0%	0%	2.1%	0%	**1.1%**	-	3.2%	0%	6.7%	0%	**1.4%**	-	1.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
Midday Peak (Jun 27 2019 11:45AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
PM Peak (Jun 27 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

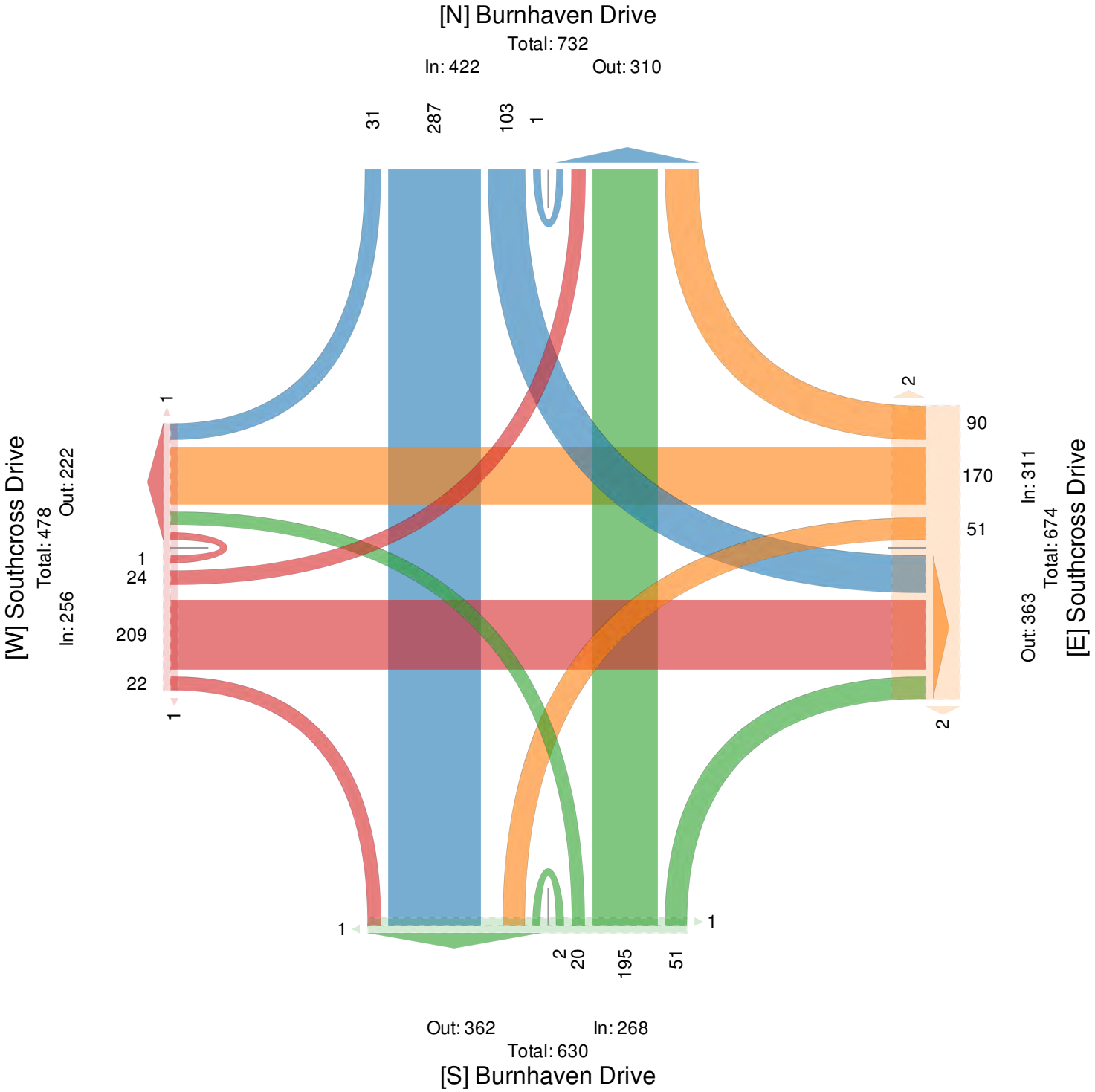
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-27 4:30PM	4	50	5	1	**60**	0	16	49	18	0	**83**	1	8	47	16	0	**71**	1	30	67	7	1	**105**	0	**319**
4:45PM	8	39	7	0	**54**	1	14	42	25	0	**81**	0	3	45	9	2	**59**	0	23	69	5	0	**97**	0	**291**
5:00PM	8	67	6	0	**81**	0	9	38	25	0	**72**	1	3	47	13	0	**63**	0	28	74	12	0	**114**	0	**330**
5:15PM	4	53	4	0	**61**	1	12	41	22	0	**75**	2	6	56	13	0	**75**	1	22	77	7	0	**106**	0	**317**
Total	24	209	22	1	**256**	2	51	170	90	0	**311**	4	20	195	51	2	**268**	2	103	287	31	1	**422**	0	**1257**
% Approach	9.4%	81.6%	8.6%	0.4%	**-**	-	16.4%	54.7%	28.9%	0%	**-**	-	7.5%	72.8%	19.0%	0.7%	**-**	-	24.4%	68.0%	7.3%	0.2%	**-**	-	-
% Total	1.9%	16.6%	1.8%	0.1%	**20.4%**	-	4.1%	13.5%	7.2%	0%	**24.7%**	-	1.6%	15.5%	4.1%	0.2%	**21.3%**	-	8.2%	22.8%	2.5%	0.1%	**33.6%**	-	-
PHF	0.750	0.780	0.786	0.250	**0.790**	-	0.797	0.867	0.900	-	**0.937**	-	0.625	0.871	0.797	0.250	**0.893**	-	0.858	0.932	0.646	0.250	**0.925**	-	0.952
Lights	24	207	22	1	**254**	-	51	168	89	0	**308**	-	19	194	51	2	**266**	-	103	287	31	1	**422**	-	1250
% Lights	100%	99.0%	100%	100%	**99.2%**	-	100%	98.8%	98.9%	0%	**99.0%**	-	95.0%	99.5%	100%	100%	**99.3%**	-	100%	100%	100%	100%	**100%**	-	99.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.1%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	0	2	0	0	**2**	-	0	2	0	0	**2**	-	1	1	0	0	**2**	-	0	0	0	0	**0**	-	6
% Buses and Single-Unit Trucks	0%	1.0%	0%	0%	**0.8%**	-	0%	1.2%	0%	0%	**0.6%**	-	5.0%	0.5%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Burnhaven Drive - TMC
Thu Jun 27, 2019
PM Peak (Jun 27 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Southcross Drive & Burnhaven Drive - TMC
Sat Jun 29, 2019
PM Peak (WKND) (Jun 29 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

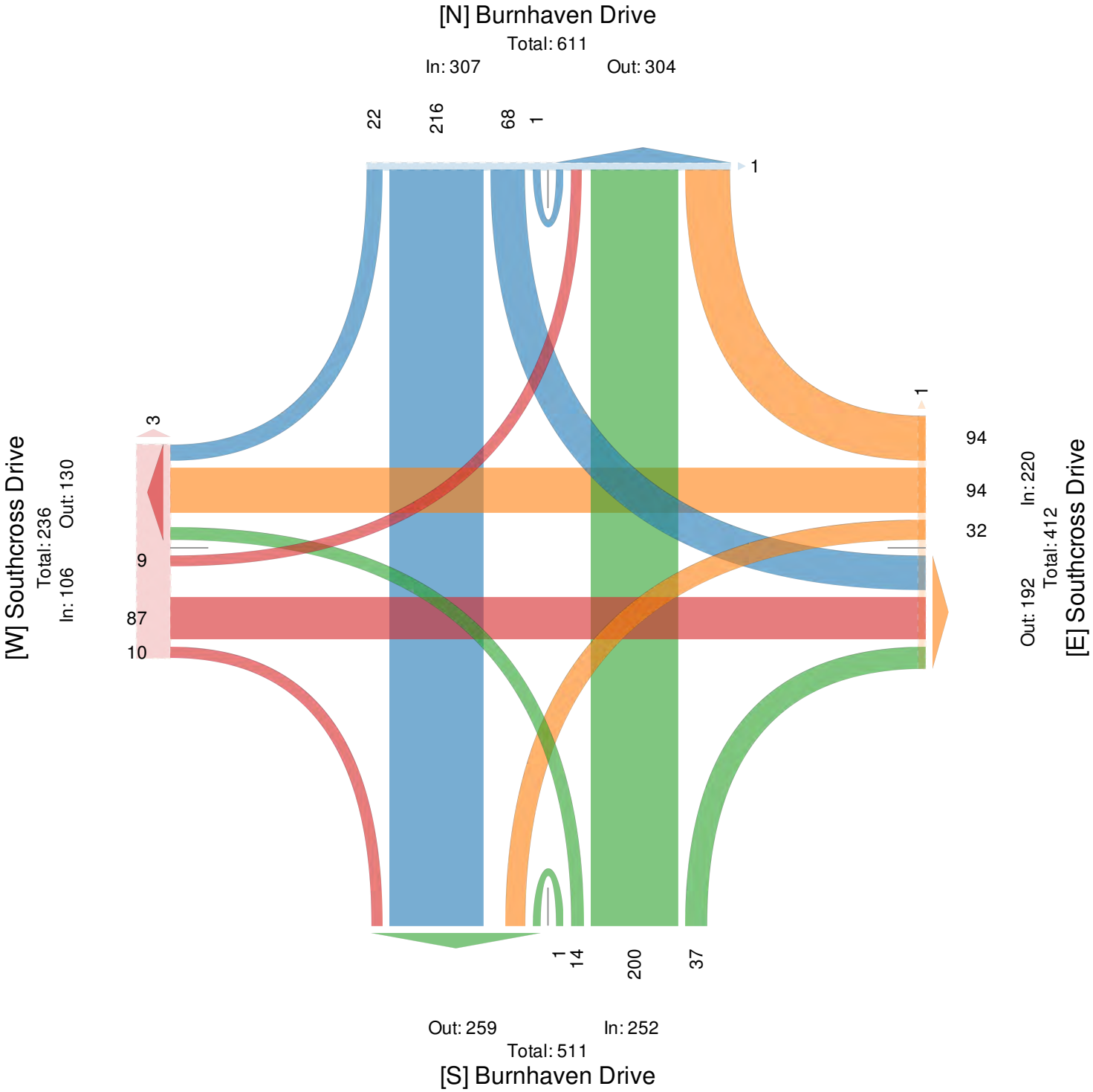
Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						Burnhaven Drive						Burnhaven Drive						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-29 1:00PM	3	23	3	0	**29**	0	8	25	25	0	**58**	0	5	49	14	0	**68**	0	16	57	4	0	**77**	1	**232**
1:15PM	2	20	2	0	**24**	2	6	19	21	0	**46**	0	2	55	8	1	**66**	0	19	45	7	0	**71**	0	**207**
1:30PM	1	29	3	0	**33**	1	10	20	26	0	**56**	1	2	51	7	0	**60**	0	14	54	5	1	**74**	0	**223**
1:45PM	3	15	2	0	**20**	0	8	30	22	0	**60**	0	5	45	8	0	**58**	0	19	60	6	0	**85**	0	**223**
Total	9	87	10	0	**106**	3	32	94	94	0	**220**	1	14	200	37	1	**252**	0	68	216	22	1	**307**	1	**885**
% Approach	8.5%	82.1%	9.4%	0%	-	-	14.5%	42.7%	42.7%	0%	-	-	5.6%	79.4%	14.7%	0.4%	-	-	22.1%	70.4%	7.2%	0.3%	-	-	-
% Total	1.0%	9.8%	1.1%	0%	**12.0%**	-	3.6%	10.6%	10.6%	0%	**24.9%**	-	1.6%	22.6%	4.2%	0.1%	**28.5%**	-	7.7%	24.4%	2.5%	0.1%	**34.7%**	-	-
PHF	0.750	0.750	0.833	-	**0.803**	-	0.800	0.783	0.904	-	**0.917**	-	0.700	0.909	0.661	0.250	**0.926**	-	0.895	0.900	0.786	0.250	**0.903**	-	0.954
Lights	9	87	10	0	**106**	-	32	92	94	0	**218**	-	14	199	37	1	**251**	-	68	216	22	1	**307**	-	882
% Lights	100%	100%	100%	0%	**100%**	-	100%	97.9%	100%	0%	**99.1%**	-	100%	99.5%	100%	100%	**99.6%**	-	100%	100%	100%	100%	**100%**	-	99.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	2.1%	0%	0%	**0.9%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & Burnhaven Drive - TMC
Sat Jun 29, 2019
PM Peak (WKND) (Jun 29 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 674003, Location: 44.738251, -93.287647

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US



Southcross Drive & CSAH 5 - TMC
Thu Jun 13, 2019
Full Length (7 AM-8 AM, 4:30 PM-5:30 PM, 1 PM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666788, Location: 44.737046, -93.299189

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	14	22	15	0	**51**	0	1	20	6	0	**27**	0	35	145	6	0	**186**	0	4	37	8	0	**49**	0	**313**
7:15AM	10	20	16	0	**46**	0	2	18	13	0	**33**	2	37	186	3	0	**226**	0	2	34	4	0	**40**	2	**345**
7:30AM	9	22	14	0	**45**	0	1	27	10	0	**38**	0	50	182	1	0	**233**	0	2	36	4	0	**42**	0	**358**
7:45AM	6	13	11	0	**30**	0	0	28	6	0	**34**	0	78	173	6	0	**257**	0	1	58	5	0	**64**	1	**385**
Hourly Total	39	77	56	0	**172**	0	4	93	35	0	**132**	2	200	686	16	0	**902**	0	9	165	21	0	**195**	3	**1401**
4:30PM	19	33	70	0	**122**	0	8	30	12	0	**50**	1	27	115	6	0	**148**	0	14	184	13	2	**213**	1	**533**
4:45PM	19	33	61	0	**113**	0	9	29	13	1	**52**	0	36	128	6	0	**170**	0	9	187	10	0	**206**	1	**541**
Hourly Total	38	66	131	0	**235**	0	17	59	25	1	**102**	1	63	243	12	0	**318**	0	23	371	23	2	**419**	2	**1074**
5:00PM	8	57	84	0	**149**	0	7	31	26	0	**64**	3	28	103	4	0	**135**	1	18	216	9	1	**244**	2	**592**
5:15PM	13	33	53	2	**101**	0	11	40	8	0	**59**	1	23	137	2	0	**162**	0	19	190	11	0	**220**	0	**542**
Hourly Total	21	90	137	2	**250**	0	18	71	34	0	**123**	4	51	240	6	0	**297**	1	37	406	20	1	**464**	2	**1134**
2019-06-15 1:00PM	9	17	13	1	**40**	0	6	18	6	1	**31**	0	9	89	9	0	**107**	0	6	108	11	2	**127**	0	**305**
1:15PM	10	16	14	0	**40**	0	6	15	12	0	**33**	1	23	90	10	0	**123**	0	8	124	8	3	**143**	0	**339**
1:30PM	10	12	13	0	**35**	0	4	14	8	0	**26**	0	12	95	7	0	**114**	0	18	98	11	1	**128**	0	**303**
1:45PM	10	15	14	0	**39**	0	9	11	8	0	**28**	1	15	92	4	0	**111**	0	8	111	4	1	**124**	0	**302**
Hourly Total	39	60	54	1	**154**	0	25	58	34	1	**118**	2	59	366	30	0	**455**	0	40	441	34	7	**522**	0	**1249**
Total	137	293	378	3	**811**	0	64	281	128	2	**475**	9	373	1535	64	0	**1972**	1	109	1383	98	10	**1600**	7	**4858**
% Approach	16.9%	36.1%	46.6%	0.4%	**-**	-	13.5%	59.2%	26.9%	0.4%	**-**	-	18.9%	77.8%	3.2%	0%	**-**	-	6.8%	86.4%	6.1%	0.6%	**-**	-	**-**
% Total	2.8%	6.0%	7.8%	0.1%	**16.7%**	-	1.3%	5.8%	2.6%	0%	**9.8%**	-	7.7%	31.6%	1.3%	0%	**40.6%**	-	2.2%	28.5%	2.0%	0.2%	**32.9%**	-	-
Lights	136	293	371	3	**803**	-	63	275	120	2	**460**	-	360	1471	61	0	**1892**	-	109	1334	96	10	**1549**	-	4704
% Lights	99.3%	100%	98.1%	100%	**99.0%**	-	98.4%	97.9%	93.8%	100%	**96.8%**	-	96.5%	95.8%	95.3%	0%	**95.9%**	-	100%	96.5%	98.0%	100%	**96.8%**	-	96.8%
Articulated Trucks	0	0	1	0	**1**	-	1	1	2	0	**4**	-	6	9	0	0	**15**	-	0	6	0	0	**6**	-	26
% Articulated Trucks	0%	0%	0.3%	0%	**0.1%**	-	1.6%	0.4%	1.6%	0%	**0.8%**	-	1.6%	0.6%	0%	0%	**0.8%**	-	0%	0.4%	0%	0%	**0.4%**	-	0.5%
Buses and Single-Unit Trucks	1	0	6	0	**7**	-	0	5	6	0	**11**	-	7	55	3	0	**65**	-	0	43	2	0	**45**	-	128
% Buses and Single-Unit Trucks	0.7%	0%	1.6%	0%	**0.9%**	-	0%	1.8%	4.7%	0%	**2.3%**	-	1.9%	3.6%	4.7%	0%	**3.3%**	-	0%	3.1%	2.0%	0%	**2.8%**	-	2.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	0%	-	-	-	-	-	-85.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-100%	-	-	-	-	-	-14.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & CSAH 5 - TMC
Thu Jun 13, 2019
AM Peak (Jun 13 2019 7AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666788, Location: 44.737046, -93.299189

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 7:00AM	14	22	15	0	**51**	0	1	20	6	0	**27**	0	35	145	6	0	**186**	0	4	37	8	0	**49**	0	**313**
7:15AM	10	20	16	0	**46**	0	2	18	13	0	**33**	2	37	186	3	0	**226**	0	2	34	4	0	**40**	2	**345**
7:30AM	9	22	14	0	**45**	0	1	27	10	0	**38**	0	50	182	1	0	**233**	0	2	36	4	0	**42**	0	**358**
7:45AM	6	13	11	0	**30**	0	0	28	6	0	**34**	0	78	173	6	0	**257**	0	1	58	5	0	**64**	1	**385**
Total	39	77	56	0	**172**	0	4	93	35	0	**132**	2	200	686	16	0	**902**	0	9	165	21	0	**195**	3	**1401**
% Approach	22.7%	44.8%	32.6%	0%	**-**	-	3.0%	70.5%	26.5%	0%	**-**	-	22.2%	76.1%	1.8%	0%	**-**	-	4.6%	84.6%	10.8%	0%	**-**	-	-
% Total	2.8%	5.5%	4.0%	0%	**12.3%**	-	0.3%	6.6%	2.5%	0%	**9.4%**	-	14.3%	49.0%	1.1%	0%	**64.4%**	-	0.6%	11.8%	1.5%	0%	**13.9%**	-	-
PHF	0.696	0.875	0.875	-	**0.843**	-	0.500	0.830	0.673	-	**0.868**	-	0.641	0.922	0.667	-	**0.877**	-	0.563	0.711	0.656	-	**0.762**	-	0.910
Lights	39	77	51	0	**167**	-	3	91	34	0	**128**	-	190	659	16	0	**865**	-	9	154	21	0	**184**	-	1344
% Lights	100%	100%	91.1%	0%	**97.1%**	-	75.0%	97.8%	97.1%	0%	**97.0%**	-	95.0%	96.1%	100%	0%	**95.9%**	-	100%	93.3%	100%	0%	**94.4%**	-	95.9%
Articulated Trucks	0	0	1	0	**1**	-	1	1	0	0	**2**	-	5	7	0	0	**12**	-	0	1	0	0	**1**	-	16
% Articulated Trucks	0%	0%	1.8%	0%	**0.6%**	-	25.0%	1.1%	0%	0%	**1.5%**	-	2.5%	1.0%	0%	0%	**1.3%**	-	0%	0.6%	0%	0%	**0.5%**	-	1.1%
Buses and Single-Unit Trucks	0	0	4	0	**4**	-	0	1	1	0	**2**	-	5	20	0	0	**25**	-	0	10	0	0	**10**	-	41
% Buses and Single-Unit Trucks	0%	0%	7.1%	0%	**2.3%**	-	0%	1.1%	2.9%	0%	**1.5%**	-	2.5%	2.9%	0%	0%	**2.8%**	-	0%	6.1%	0%	0%	**5.1%**	-	2.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & CSAH 5 - TMC
Thu Jun 13, 2019
PM Peak (Jun 13 2019 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666788, Location: 44.737046, -93.299189

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-06-13 4:30PM	19	33	70	0	**122**	0	8	30	12	0	**50**	1	27	115	6	0	**148**	0	14	184	13	2	**213**	1	**533**
4:45PM	19	33	61	0	**113**	0	9	29	13	1	**52**	0	36	128	6	0	**170**	0	9	187	10	0	**206**	1	**541**
5:00PM	8	57	84	0	**149**	0	7	31	26	0	**64**	3	28	103	4	0	**135**	1	18	216	9	1	**244**	2	**592**
5:15PM	13	33	53	2	**101**	0	11	40	8	0	**59**	1	23	137	2	0	**162**	0	19	190	11	0	**220**	0	**542**
Total	59	156	268	2	**485**	0	35	130	59	1	**225**	5	114	483	18	0	**615**	1	60	777	43	3	**883**	4	**2208**
% Approach	12.2%	32.2%	55.3%	0.4%	**-**	-	15.6%	57.8%	26.2%	0.4%	**-**	-	18.5%	78.5%	2.9%	0%	**-**	-	6.8%	88.0%	4.9%	0.3%	**-**	-	**-**
% Total	2.7%	7.1%	12.1%	0.1%	**22.0%**	-	1.6%	5.9%	2.7%	0%	**10.2%**	-	5.2%	21.9%	0.8%	0%	**27.9%**	-	2.7%	35.2%	1.9%	0.1%	**40.0%**	-	-
PHF	0.776	0.684	0.798	0.250	**0.814**	-	0.795	0.813	0.567	0.250	**0.879**	-	0.792	0.881	0.750	-	**0.904**	-	0.789	0.899	0.827	0.375	**0.905**	-	0.932
Lights	58	156	266	2	**482**	-	35	127	54	1	**217**	-	111	454	16	0	**581**	-	60	753	42	3	**858**	-	2138
% Lights	98.3%	100%	99.3%	100%	**99.4%**	-	100%	97.7%	91.5%	100%	**96.4%**	-	97.4%	94.0%	88.9%	0%	**94.5%**	-	100%	96.9%	97.7%	100%	**97.2%**	-	96.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1	2	0	0	**3**	-	0	3	0	0	**3**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.7%	0%	**0.4%**	-	0.9%	0.4%	0%	0%	**0.5%**	-	0%	0.4%	0%	0%	**0.3%**	-	0.3%
Buses and Single-Unit Trucks	1	0	2	0	**3**	-	0	3	4	0	**7**	-	2	27	2	0	**31**	-	0	21	1	0	**22**	-	63
% Buses and Single-Unit Trucks	1.7%	0%	0.7%	0%	**0.6%**	-	0%	2.3%	6.8%	0%	**3.1%**	-	1.8%	5.6%	11.1%	0%	**5.0%**	-	0%	2.7%	2.3%	0%	**2.5%**	-	2.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	0%	-	-	-	-	-	-100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-100%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Southcross Drive & CSAH 5 - TMC
Sat Jun 15, 2019
PM Peak (WKND) (Jun 15 2019 1PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 666788, Location: 44.737046, -93.299189

Provided by: Kimley-Horn and Associates, Inc.
2550 University Avenue West , Suite 238N,
Saint Paul, MN, 55114, US

Leg	Southcross Drive						Southcross Drive						CSAH 5						CSAH 5						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2019-06-15 1:00PM	9	17	13	1	**40**	0	6	18	6	1	**31**	0	9	89	9	0	**107**	0	6	108	11	2	**127**	0	**305**
1:15PM	10	16	14	0	**40**	0	6	15	12	0	**33**	1	23	90	10	0	**123**	0	8	124	8	3	**143**	0	**339**
1:30PM	10	12	13	0	**35**	0	4	14	8	0	**26**	0	12	95	7	0	**114**	0	18	98	11	1	**128**	0	**303**
1:45PM	10	15	14	0	**39**	0	9	11	8	0	**28**	1	15	92	4	0	**111**	0	8	111	4	1	**124**	0	**302**
Total	39	60	54	1	**154**	0	25	58	34	1	**118**	2	59	366	30	0	**455**	0	40	441	34	7	**522**	0	**1249**
% Approach	25.3%	39.0%	35.1%	0.6%	**-**	-	21.2%	49.2%	28.8%	0.8%	**-**	-	13.0%	80.4%	6.6%	0%	**-**	-	7.7%	84.5%	6.5%	1.3%	**-**	-	-
% Total	3.1%	4.8%	4.3%	0.1%	**12.3%**	-	2.0%	4.6%	2.7%	0.1%	**9.4%**	-	4.7%	29.3%	2.4%	0%	**36.4%**	-	3.2%	35.3%	2.7%	0.6%	**41.8%**	-	-
PHF	0.975	0.882	0.964	0.250	**0.963**	-	0.694	0.806	0.708	0.250	**0.894**	-	0.641	0.963	0.750	-	**0.925**	-	0.556	0.889	0.773	0.583	**0.913**	-	0.921
Lights	39	60	54	1	**154**	-	25	57	32	1	**115**	-	59	358	29	0	**446**	-	40	427	33	7	**507**	-	1222
% Lights	100%	100%	100%	100%	**100%**	-	100%	98.3%	94.1%	100%	**97.5%**	-	100%	97.8%	96.7%	0%	**98.0%**	-	100%	96.8%	97.1%	100%	**97.1%**	-	97.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	2.9%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	8	1	0	**9**	-	0	12	1	0	**13**	-	24
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.7%	2.9%	0%	**1.7%**	-	0%	2.2%	3.3%	0%	**2.0%**	-	0%	2.7%	2.9%	0%	**2.5%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Study Name Portland Ave & Nicollet Blvd
Start Date 6/27/2019
Start Time 7:00 AM
Site Code
Project Center Village_Burnsville, MN

AM PEAK HOUR

Type Road
Classification Totals

	Nicollet Blvd Westbound			Nicollet Blvd Eastbound			Portland Ave Southbound			Portland Ave Northbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM	4	5	15	29	23	51	27	63	53	193	182	19

Study Name Portland Ave & Nicollet Blvd
Start Date 6/27/2019
Start Time 4:30 PM
Site Code
Project Center Village_Burnsville, MN

PM PEAK HOUR

Type Road
Classification Totals

	Nicollet Blvd Westbound			Nicollet Blvd Eastbound			Portland Ave Southbound			Portland Ave Northbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:30	22	22	45	109	5	223	17	221	33	80	176	10

Study Name Portland Ave & Nicollet Blvd
Start Date 6/29/2019
Start Time 1:00 PM
Site Code
Project Center Village_Burnsville, MN

SATURDAY MID-DAY PEAK HOUR

Type Road
Classification Totals

	Nicollet Blvd Westbound			Nicollet Blvd Eastbound			Portland Ave Southbound			Portland Ave Northbound		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1:00	2	3	7	30	5	65	8	116	20	42	125	6

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
Page No : 1

CSAH 5 & 143rd St
Burnsville, MN7

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						143rd St Westbound						CSAH 5 Northbound						143rd St Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	1	4	28	2	0	35	0	2	2	8	1	13	0	3	116	0	0	119	0	4	0	1	0	5	172
06:15 AM	0	1	27	7	0	35	0	2	1	16	1	20	0	10	211	0	0	221	0	2	3	0	0	5	281
06:30 AM	1	3	43	11	0	58	0	4	2	13	1	20	0	3	295	0	0	298	0	10	5	4	0	19	395
06:45 AM	0	4	51	9	1	65	0	3	5	8	0	16	0	12	339	0	0	351	0	6	6	4	0	16	448
Total	2	12	149	29	1	193	0	11	10	45	3	69	0	28	961	0	0	989	0	22	14	9	0	45	1296
07:00 AM	1	5	50	10	1	67	0	2	6	20	0	28	0	25	315	6	0	346	0	10	3	5	0	18	459
07:15 AM	1	6	59	14	0	80	0	5	5	19	0	29	0	15	335	6	0	356	0	11	4	2	0	17	482
07:30 AM	1	9	59	23	1	93	0	5	4	11	0	20	0	7	284	5	2	298	0	11	6	3	0	20	431
07:45 AM	1	3	78	21	0	103	0	5	1	25	0	31	0	13	269	3	1	286	0	2	11	3	0	16	436
Total	4	23	246	68	2	343	0	17	16	75	0	108	0	60	1203	20	3	1286	0	34	24	13	0	71	1808
08:00 AM	1	4	63	17	0	85	0	4	5	11	1	21	0	8	205	6	0	219	0	4	9	5	0	18	343
08:15 AM	3	6	73	7	0	89	0	5	9	11	1	26	0	4	205	4	0	213	0	9	4	3	0	16	344
08:30 AM	3	4	62	2	1	72	0	2	5	8	2	17	0	7	203	2	1	213	0	7	8	1	0	16	318
08:45 AM	5	7	69	6	0	87	0	8	5	11	0	24	0	5	189	5	1	200	0	8	9	2	0	19	330
Total	12	21	267	32	1	333	0	19	24	41	4	88	0	24	802	17	2	845	0	28	30	11	0	69	1335
09:00 AM	5	3	63	8	0	79	0	5	2	12	0	19	0	1	137	6	2	146	0	5	2	4	0	11	255
09:15 AM	1	2	63	6	0	72	0	1	3	5	2	11	0	10	122	8	1	141	0	6	5	2	0	13	237
09:30 AM	4	8	54	2	0	68	0	11	5	5	0	21	0	2	115	3	0	120	0	5	8	2	0	15	224
09:45 AM	0	6	66	0	0	72	0	1	3	13	0	17	0	3	119	7	1	130	0	5	6	2	0	13	232
Total	10	19	246	16	0	291	0	18	13	35	2	68	0	16	493	24	4	537	0	21	21	10	0	52	948
10:00 AM	2	14	62	3	0	81	0	8	3	6	0	17	0	7	73	6	0	86	0	9	10	4	0	23	207
10:15 AM	3	10	72	2	0	87	0	4	3	19	0	26	0	5	106	5	4	120	0	8	5	4	2	19	252
10:30 AM	2	8	65	7	0	82	0	5	5	6	0	16	0	2	85	2	0	89	0	8	11	1	0	20	207
10:45 AM	3	8	66	0	0	77	0	14	13	5	1	33	0	7	89	6	0	102	0	10	4	4	0	18	230
Total	10	40	265	12	0	327	0	31	24	36	1	92	0	21	353	19	4	397	0	35	30	13	2	80	896
11:00 AM	4	7	74	8	2	95	0	5	10	10	2	27	0	9	71	3	1	84	0	5	15	5	0	25	231
11:15 AM	4	10	85	2	0	101	0	6	15	5	0	26	0	4	100	1	0	105	0	6	18	3	0	27	259
11:30 AM	5	8	68	7	0	88	0	7	10	10	0	27	0	7	94	9	1	111	0	9	15	12	0	36	262
11:45 AM	4	9	57	8	0	78	0	9	16	7	0	32	0	2	95	7	0	104	0	7	15	4	0	26	240
Total	17	34	284	25	2	362	0	27	51	32	2	112	0	22	360	20	2	404	0	27	63	24	0	114	992
12:00 PM	3	14	63	6	0	86	0	13	17	18	4	52	0	6	97	10	3	116	0	14	9	4	0	27	281
12:15 PM	10	9	83	6	0	108	0	13	19	11	2	45	0	5	103	10	1	119	0	12	12	3	0	27	299
12:30 PM	0	10	66	5	0	81	0	16	18	11	1	46	0	5	99	6	1	111	0	16	10	9	0	35	273
12:45 PM	7	14	82	9	0	112	0	17	22	13	2	54	0	4	89	8	0	101	0	4	6	3	0	13	280
Total	20	47	294	26	0	387	0	59	76	53	9	197	0	20	388	34	5	447	0	46	37	19	0	102	1133
01:00 PM	12	11	77	9	0	109	0	7	26	10	0	43	0	7	76	4	0	87	0	10	13	5	0	28	267
01:15 PM	1	11	75	10	0	97	0	10	18	10	0	38	0	4	91	6	0	101	0	9	6	3	0	18	254
01:30 PM	8	13	77	7	0	105	0	15	18	12	0	45	1	7	89	3	0	100	0	4	17	2	0	23	273
01:45 PM	6	12	69	7	0	94	0	10	15	11	0	36	0	1	102	6	2	111	0	4	9	3	1	17	258
Total	27	47	298	33	0	405	0	42	77	43	0	162	1	19	358	19	2	399	0	27	45	13	1	86	1052

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
Page No : 2

CSAH 5 & 143rd St
Burnsville, MN7

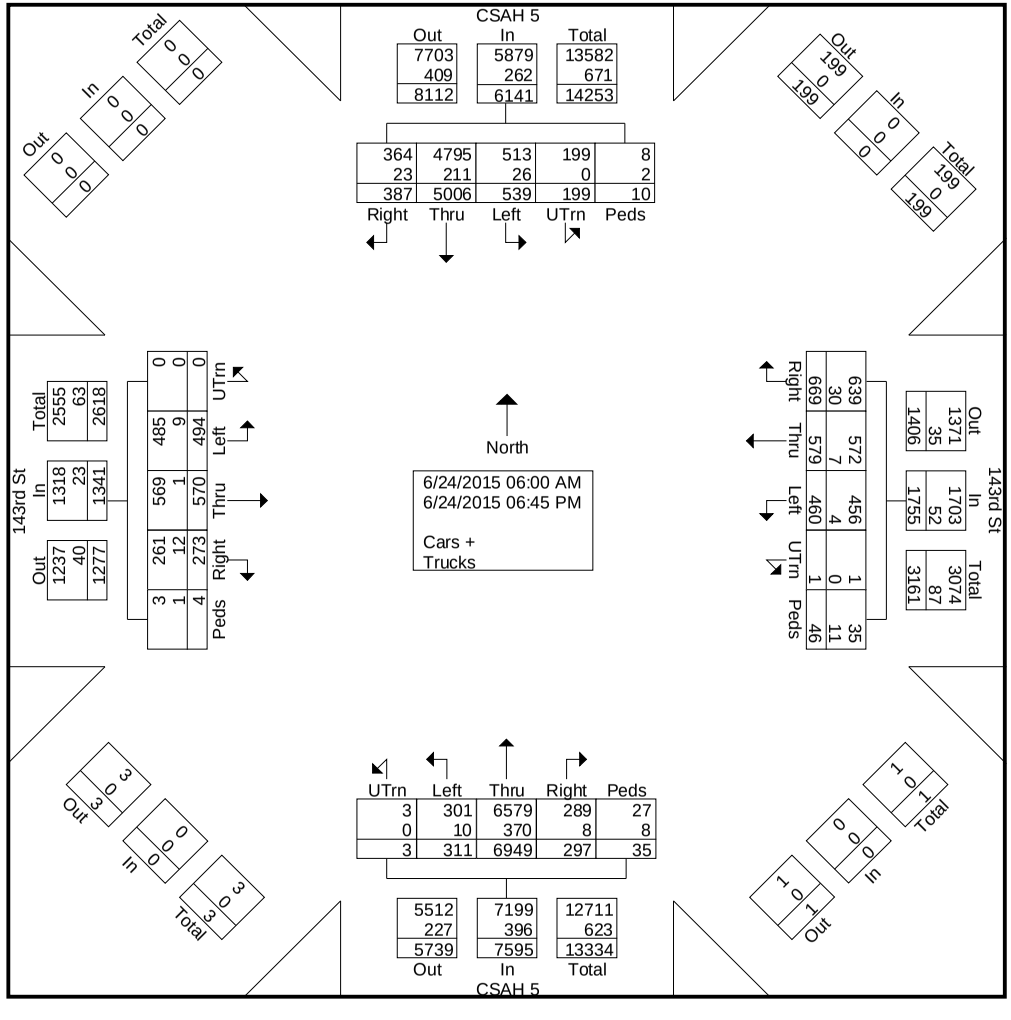
Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						143rd St Westbound						CSAH 5 Northbound						143rd St Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	7	9	77	4	0	97	0	5	11	12	0	28	0	3	87	3	0	93	0	12	15	9	0	36	254
02:15 PM	3	15	82	5	0	105	0	9	11	15	0	35	0	4	83	8	0	95	0	6	12	0	0	18	253
02:30 PM	3	10	94	6	0	113	0	7	9	11	1	28	0	5	74	4	2	85	0	6	13	3	0	22	248
02:45 PM	0	14	95	8	0	117	0	11	10	8	1	30	0	2	85	7	0	94	0	9	18	6	0	33	274
Total	13	48	348	23	0	432	0	32	41	46	2	121	0	14	329	22	2	367	0	33	58	18	0	109	1029
03:00 PM	6	8	90	8	0	112	0	8	9	16	0	33	0	3	83	4	0	90	0	12	13	9	0	34	269
03:15 PM	1	14	107	6	0	128	0	12	21	16	1	50	0	0	101	4	0	105	0	8	12	10	0	30	313
03:30 PM	5	22	120	7	0	154	0	9	19	18	0	46	0	3	113	10	0	126	0	15	15	18	0	48	374
03:45 PM	1	13	144	8	0	166	0	15	15	20	1	51	0	10	112	4	0	126	0	12	16	7	0	35	378
Total	13	57	461	29	0	560	0	44	64	70	2	180	0	16	409	22	0	447	0	47	56	44	0	147	1334
04:00 PM	5	13	162	8	1	189	0	16	18	17	0	51	0	3	119	5	2	129	0	24	25	15	1	65	434
04:15 PM	3	15	184	9	0	211	0	12	12	11	0	35	0	7	118	6	0	131	0	11	18	6	0	35	412
04:30 PM	5	16	176	7	0	204	0	12	20	12	0	44	0	6	121	11	0	138	0	20	20	9	0	49	435
04:45 PM	5	16	193	5	0	219	0	15	20	18	1	54	0	11	117	6	0	134	0	25	18	14	0	57	464
Total	18	60	715	29	1	823	0	55	70	58	1	184	0	27	475	28	2	532	0	80	81	44	1	206	1745
05:00 PM	6	23	288	11	1	329	0	20	18	15	1	54	0	7	111	8	2	128	0	17	19	9	0	45	556
05:15 PM	8	19	260	9	0	296	0	10	17	20	2	49	1	3	133	18	1	156	0	11	25	9	0	45	546
05:30 PM	6	12	234	13	0	265	0	15	9	25	2	51	0	11	113	8	1	133	0	22	14	8	0	44	493
05:45 PM	6	24	161	4	1	196	0	16	16	17	4	53	0	1	97	9	1	108	0	9	19	9	0	37	394
Total	26	78	943	37	2	1086	0	61	60	77	9	207	1	22	454	43	5	525	0	59	77	35	0	171	1989
06:00 PM	7	17	174	6	1	205	0	17	19	19	4	59	0	9	102	8	2	121	0	12	13	6	0	31	416
06:15 PM	6	12	114	11	0	143	0	12	12	10	3	37	0	2	94	8	0	104	0	9	7	6	0	22	306
06:30 PM	7	17	107	4	0	135	0	9	14	19	1	43	0	4	86	8	1	99	0	4	4	5	0	13	290
06:45 PM	7	7	95	7	0	116	1	6	8	10	3	28	1	7	82	5	1	96	0	10	10	3	0	23	263
Total	27	53	490	28	1	599	1	44	53	58	11	167	1	22	364	29	4	420	0	35	34	20	0	89	1275
Grand Total	199	539	5006	387	10	6141	1	460	579	669	46	1755	3	311	6949	297	35	7595	0	494	570	273	4	1341	16832
Apprch %	3.2	8.8	81.5	6.3	0.2		0.1	26.2	33	38.1	2.6		0	4.1	91.5	3.9	0.5		0	36.8	42.5	20.4	0.3		
Total %	1.2	3.2	29.7	2.3	0.1	36.5	0	2.7	3.4	4	0.3	10.4	0	1.8	41.3	1.8	0.2	45.1	0	2.9	3.4	1.6	0	8	
Cars +	199	513	4795	364	8	5879	1	456	572	639	35	1703	3	301	6579	289	27	7199	0	485	569	261	3	1318	16099
% Cars +	100	95.2	95.8	94.1	80	95.7	100	99.1	98.8	95.5	76.1	97	100	96.8	94.7	97.3	77.1	94.8	0	98.2	99.8	95.6	75	98.3	95.6
Trucks	0	26	211	23	2	262	0	4	7	30	11	52	0	10	370	8	8	396	0	9	1	12	1	23	733
% Trucks	0	4.8	4.2	5.9	20	4.3	0	0.9	1.2	4.5	23.9	3	0	3.2	5.3	2.7	22.9	5.2	0	1.8	0.2	4.4	25	1.7	4.4

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
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CSAH 5 & 143rd St
Burnsville, MN7



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
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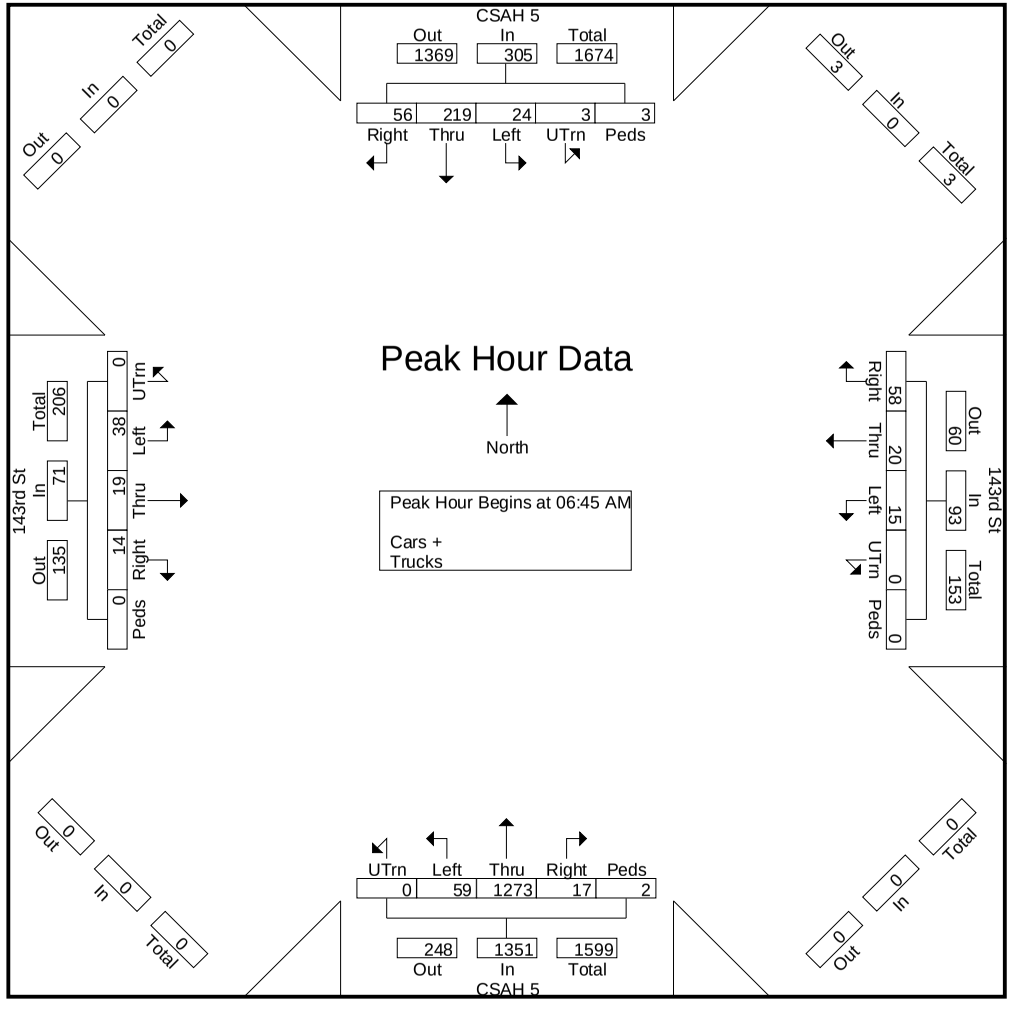
CSAH 5 & 143rd St
Burnsville, MN7

	CSAH 5 Southbound						143rd St Westbound						CSAH 5 Northbound						143rd St Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 06:45 AM																									
06:45 AM	0	4	51	9	1	65	0	3	5	8	0	16	0	12	339	0	0	351	0	6	6	4	0	16	448
07:00 AM	1	5	50	10	1	67	0	2	6	20	0	28	0	25	315	6	0	346	0	10	3	5	0	18	459
07:15 AM	1	6	59	14	0	80	0	5	5	19	0	29	0	15	335	6	0	356	0	11	4	2	0	17	482
07:30 AM	1	9	59	23	1	93	0	5	4	11	0	20	0	7	284	5	2	298	0	11	6	3	0	20	431
Total Volume	3	24	219	56	3	305	0	15	20	58	0	93	0	59	1273	17	2	1351	0	38	19	14	0	71	1820
% App. Total	1	7.9	71.8	18.4	1		0	16.1	21.5	62.4	0		0	4.4	94.2	1.3	0.1		0	53.5	26.8	19.7	0		
PHF	.750	.667	.928	.609	.750	.820	.000	.750	.833	.725	.000	.802	.000	.590	.939	.708	.250	.949	.000	.864	.792	.700	.000	.888	.944

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File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
Page No : 5

CSAH 5 & 143rd St
Burnsville, MN7



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
Page No : 6

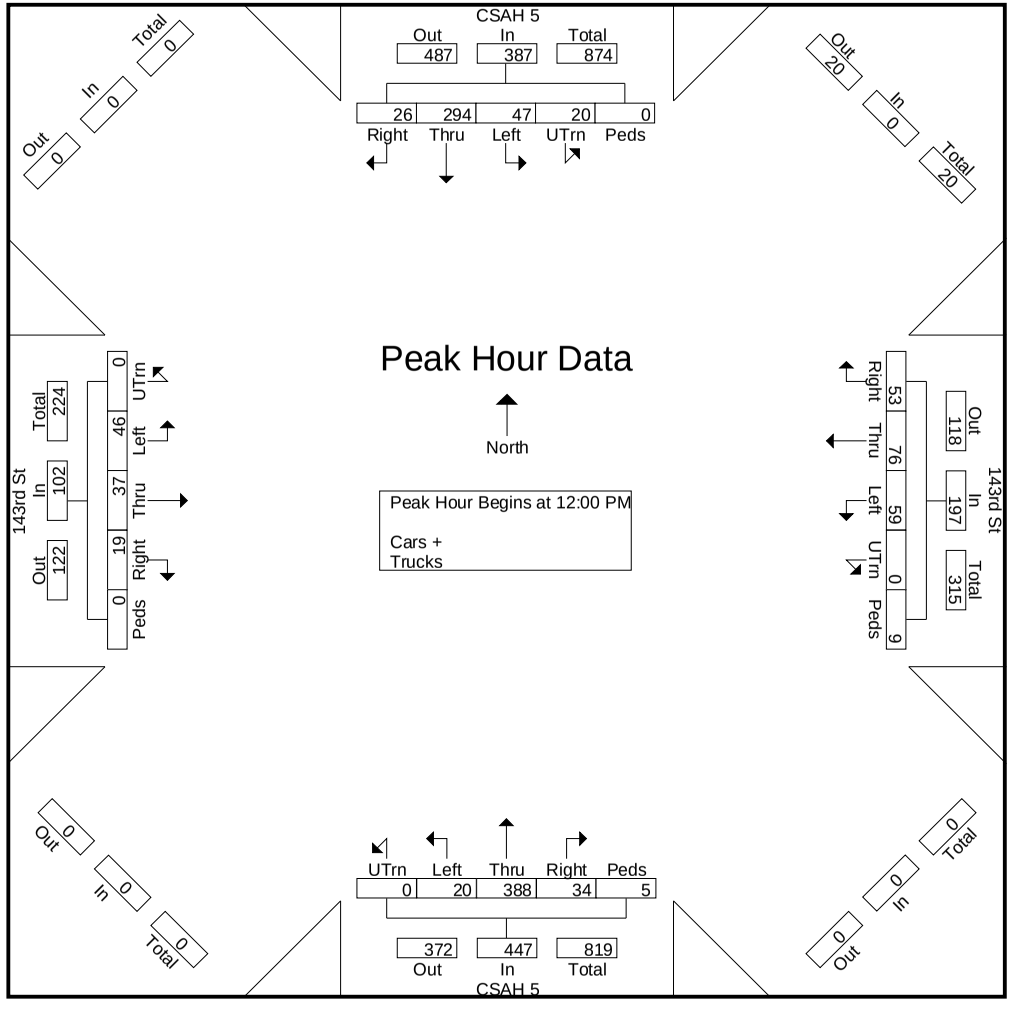
CSAH 5 & 143rd St
Burnsville, MN7

	CSAH 5 Southbound						143rd St Westbound						CSAH 5 Northbound						143rd St Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	3	14	63	6	0	86	0	13	17	18	4	52	0	6	97	10	3	116	0	14	9	4	0	27	281
12:15 PM	10	9	83	6	0	108	0	13	19	11	2	45	0	5	103	10	1	119	0	12	12	3	0	27	299
12:30 PM	0	10	66	5	0	81	0	16	18	11	1	46	0	5	99	6	1	111	0	16	10	9	0	35	273
12:45 PM	7	14	82	9	0	112	0	17	22	13	2	54	0	4	89	8	0	101	0	4	6	3	0	13	280
Total Volume	20	47	294	26	0	387	0	59	76	53	9	197	0	20	388	34	5	447	0	46	37	19	0	102	1133
% App. Total	5.2	12.1	76	6.7	0		0	29.9	38.6	26.9	4.6		0	4.5	86.8	7.6	1.1		0	45.1	36.3	18.6	0		
PHF	.500	.839	.886	.722	.000	.864	.000	.868	.864	.736	.563	.912	.000	.833	.942	.850	.417	.939	.000	.719	.771	.528	.000	.729	.947

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
Page No : 7

CSAH 5 & 143rd St
Burnsville, MN7



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
Site Code : 7
Start Date : 6/24/2015
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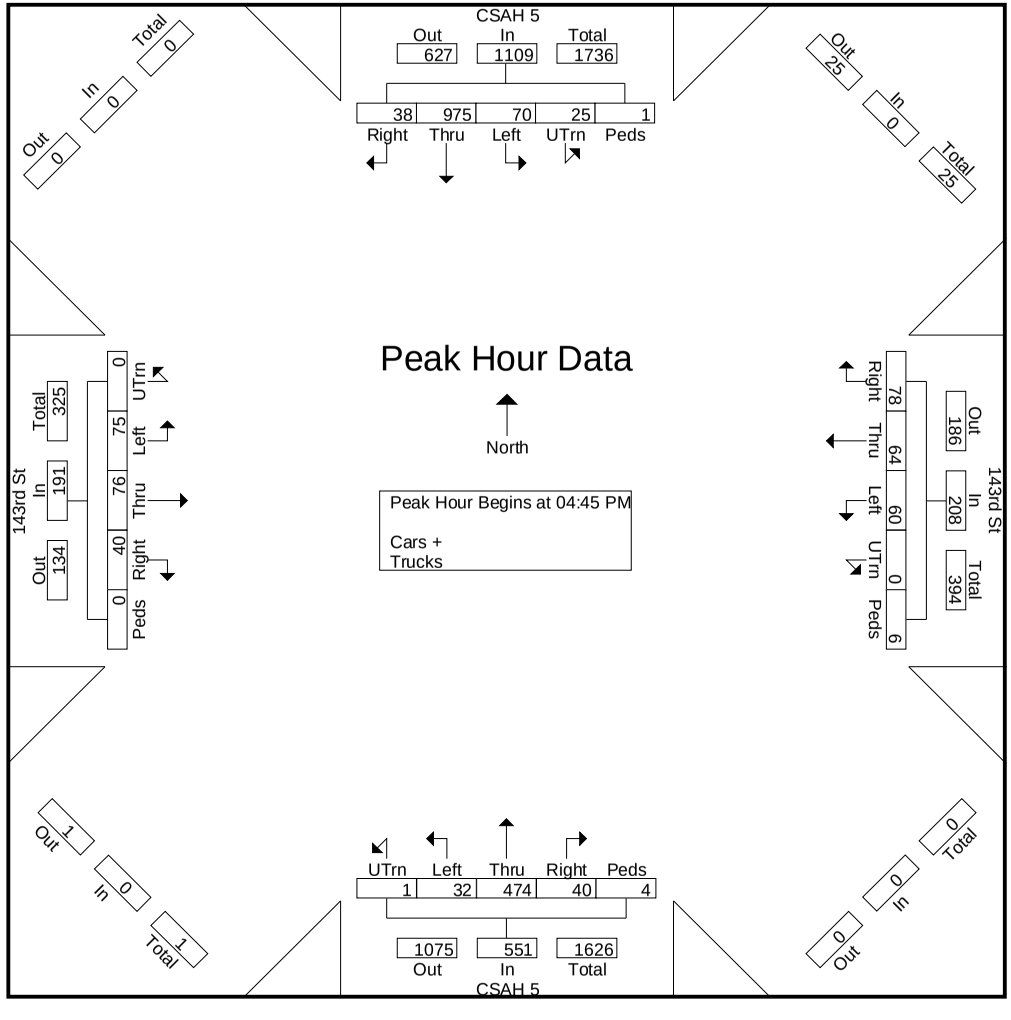
CSAH 5 & 143rd St
Burnsville, MN7

	CSAH 5 Southbound						143rd St Westbound						CSAH 5 Northbound						143rd St Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	5	16	193	5	0	219	0	15	20	18	1	54	0	11	117	6	0	134	0	25	18	14	0	57	464
05:00 PM	6	23	288	11	1	329	0	20	18	15	1	54	0	7	111	8	2	128	0	17	19	9	0	45	556
05:15 PM	8	19	260	9	0	296	0	10	17	20	2	49	1	3	133	18	1	156	0	11	25	9	0	45	546
05:30 PM	6	12	234	13	0	265	0	15	9	25	2	51	0	11	113	8	1	133	0	22	14	8	0	44	493
Total Volume	25	70	975	38	1	1109	0	60	64	78	6	208	1	32	474	40	4	551	0	75	76	40	0	191	2059
% App. Total	2.3	6.3	87.9	3.4	0.1		0	28.8	30.8	37.5	2.9		0.2	5.8	86	7.3	0.7		0	39.3	39.8	20.9	0		
PHF	.781	.761	.846	.731	.250	.843	.000	.750	.800	.780	.750	.963	.250	.727	.891	.556	.500	.883	.000	.750	.760	.714	.000	.838	.926

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 7 - CSAH 5 & 143rd St, 6-24-15, 6am-7pm
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CSAH 5 & 143rd St
Burnsville, MN7



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015
Page No : 1

CSAH 5 & CSAH 42
Burnsville, MN

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	8	1	4	0	13	0	2	22	4	0	28	0	5	4	3	0	12	1	7	35	3	0	46	99
12:15 AM	0	3	6	2	0	11	1	2	30	7	0	40	0	0	6	2	0	8	0	6	27	6	0	39	98
12:30 AM	0	6	3	2	0	11	1	2	21	5	0	29	0	3	2	1	0	6	1	2	23	5	0	31	77
12:45 AM	0	2	4	4	0	10	0	1	24	1	0	26	0	6	2	2	0	10	0	11	30	1	0	42	88
Total	0	19	14	12	0	45	2	7	97	17	0	123	0	14	14	8	0	36	2	26	115	15	0	158	362
01:00 AM	0	6	3	2	0	11	1	0	22	2	0	25	0	7	1	1	0	9	0	2	24	1	0	27	72
01:15 AM	0	2	3	3	0	8	0	1	22	1	0	24	0	2	6	0	0	8	2	2	13	1	0	18	58
01:30 AM	0	4	3	1	0	8	1	0	11	0	0	12	0	6	3	0	0	9	1	5	36	0	0	42	71
01:45 AM	0	1	1	1	0	3	0	0	16	0	0	16	0	2	2	1	0	5	0	3	17	1	0	21	45
Total	0	13	10	7	0	30	2	1	71	3	0	77	0	17	12	2	0	31	3	12	90	3	0	108	246
02:00 AM	0	0	1	5	0	6	0	0	8	2	0	10	0	0	2	2	0	4	1	2	23	1	0	27	47
02:15 AM	0	0	2	3	0	5	0	1	9	3	0	13	0	2	0	1	0	3	1	5	27	3	0	36	57
02:30 AM	0	1	3	0	0	4	0	1	16	2	0	19	0	0	0	0	0	0	0	2	17	1	0	20	43
02:45 AM	0	0	2	2	0	4	0	0	9	1	0	10	0	0	1	0	0	1	0	2	9	1	0	12	27
Total	0	1	8	10	0	19	0	2	42	8	0	52	0	2	3	3	0	8	2	11	76	6	0	95	174
03:00 AM	0	1	0	1	0	2	0	2	13	0	0	15	0	1	0	0	0	1	0	1	11	2	0	14	32
03:15 AM	0	3	3	4	0	10	0	0	6	0	0	6	0	2	2	1	0	5	0	2	8	1	0	11	32
03:30 AM	0	1	0	1	0	2	0	0	13	0	1	14	0	0	3	1	0	4	0	4	21	2	0	27	47
03:45 AM	0	1	2	2	0	5	0	0	4	2	0	6	0	2	0	1	0	3	0	2	14	1	0	17	31
Total	0	6	5	8	0	19	0	2	36	2	1	41	0	5	5	3	0	13	0	9	54	6	0	69	142
04:00 AM	0	2	5	4	0	11	0	2	15	2	0	19	0	1	0	2	0	3	0	1	20	3	0	24	57
04:15 AM	0	3	2	0	0	5	0	2	15	3	0	20	0	1	4	6	0	11	0	3	25	7	0	35	71
04:30 AM	0	1	2	4	0	7	0	1	22	5	0	28	0	5	6	1	0	12	1	5	40	4	0	50	97
04:45 AM	0	6	1	7	0	14	0	2	37	0	0	39	0	16	11	7	0	34	2	3	32	6	0	43	130
Total	0	12	10	15	0	37	0	7	89	10	0	106	0	23	21	16	0	60	3	12	117	20	0	152	355
05:00 AM	0	9	6	11	0	26	0	4	38	2	0	44	0	8	6	3	1	18	0	9	39	12	0	60	148
05:15 AM	0	9	7	11	0	27	0	7	47	3	0	57	0	17	22	3	1	43	0	6	71	13	0	90	217
05:30 AM	0	11	13	12	0	36	1	9	51	5	0	66	0	20	19	4	0	43	0	10	80	13	0	103	248
05:45 AM	0	8	6	22	0	36	0	5	97	5	0	107	0	35	28	4	1	68	0	10	97	12	0	119	330
Total	0	37	32	56	0	125	1	25	233	15	0	274	0	80	75	14	3	172	0	35	287	50	0	372	943
06:00 AM	0	13	12	13	0	38	0	5	95	14	0	114	0	34	76	12	0	122	0	11	115	15	0	141	415
06:15 AM	0	20	8	29	0	57	0	5	151	28	1	185	0	51	153	5	0	209	0	22	133	19	0	174	625
06:30 AM	0	23	25	33	0	81	0	6	156	32	0	194	0	76	214	12	0	302	0	40	159	26	0	225	802
06:45 AM	0	17	24	53	2	96	0	3	224	32	0	259	1	66	216	15	0	298	0	61	199	39	0	299	952
Total	0	73	69	128	2	272	0	19	626	106	1	752	1	227	659	44	0	931	0	134	606	99	0	839	2794
07:00 AM	1	17	19	48	1	86	0	12	160	28	0	200	0	84	216	17	0	317	0	57	191	34	0	282	885
07:15 AM	0	21	46	63	0	130	0	11	161	40	1	213	0	92	238	14	0	344	0	63	200	31	0	294	981
07:30 AM	0	26	36	79	0	141	0	12	218	44	0	274	1	90	189	17	0	297	0	76	215	31	0	322	1034

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015
Page No : 2

CSAH 5 & CSAH 42
Burnsville, MN

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	30	58	99	0	187	0	18	236	28	1	283	0	108	191	19	0	318	0	49	183	34	0	266	1054
Total	1	94	159	289	1	544	0	53	775	140	2	970	1	374	834	67	0	1276	0	245	789	130	0	1164	3954
08:00 AM	0	29	35	77	0	141	0	18	211	28	0	257	0	74	120	12	0	206	0	69	211	19	0	299	903
08:15 AM	0	27	39	62	0	128	0	17	185	47	0	249	0	84	122	8	0	214	0	60	199	23	0	282	873
08:30 AM	0	16	24	71	0	111	0	13	268	58	0	339	1	67	108	18	0	194	0	56	206	32	0	294	938
08:45 AM	0	30	38	64	0	132	0	15	207	51	1	274	0	64	125	11	0	200	0	55	199	30	0	284	890
Total	0	102	136	274	0	512	0	63	871	184	1	1119	1	289	475	49	0	814	0	240	815	104	0	1159	3604
09:00 AM	0	24	31	56	0	111	0	12	197	43	2	254	1	38	81	18	0	138	0	42	207	27	0	276	779
09:15 AM	0	27	34	54	0	115	0	13	181	63	0	257	0	62	68	9	0	139	0	43	173	33	0	249	760
09:30 AM	0	27	26	45	0	98	0	16	183	43	0	242	0	38	59	12	1	110	0	52	180	27	0	259	709
09:45 AM	0	25	37	49	0	111	0	10	168	43	0	221	2	44	69	20	0	135	0	54	166	27	0	247	714
Total	0	103	128	204	0	435	0	51	729	192	2	974	3	182	277	59	1	522	0	191	726	114	0	1031	2962
10:00 AM	0	33	41	54	2	130	0	15	122	32	0	169	0	37	40	24	0	101	0	39	141	27	0	207	607
10:15 AM	0	31	31	48	0	110	0	11	128	21	1	161	0	48	69	17	1	135	0	49	177	37	0	263	669
10:30 AM	1	35	35	50	0	121	0	10	169	19	0	198	0	36	54	18	1	109	0	57	143	31	0	231	659
10:45 AM	0	26	33	52	0	111	0	10	164	24	0	198	1	40	45	23	0	109	0	46	170	30	0	246	664
Total	1	125	140	204	2	472	0	46	583	96	1	726	1	161	208	82	2	454	0	191	631	125	0	947	2599
11:00 AM	0	27	44	45	0	116	0	15	151	20	0	186	1	27	40	17	0	85	0	49	163	35	0	247	634
11:15 AM	0	43	38	55	0	136	0	19	188	24	0	231	5	49	46	23	0	123	0	64	157	36	0	257	747
11:30 AM	0	28	31	66	2	127	0	21	199	26	2	248	0	37	47	24	0	108	0	59	192	39	0	290	773
11:45 AM	0	44	31	81	0	156	0	12	203	27	0	242	0	41	50	17	0	108	0	62	187	40	0	289	795
Total	0	142	144	247	2	535	0	67	741	97	2	907	6	154	183	81	0	424	0	234	699	150	0	1083	2949
12:00 PM	0	34	32	64	0	130	0	16	202	26	1	245	2	54	54	18	0	128	2	57	225	15	0	299	802
12:15 PM	0	41	52	65	1	159	0	15	201	23	0	239	1	48	49	29	0	127	1	59	175	18	0	253	778
12:30 PM	0	30	33	59	0	122	0	9	220	29	0	258	0	57	47	26	0	130	0	74	170	32	0	276	786
12:45 PM	0	36	45	68	0	149	0	14	281	31	0	326	1	58	48	26	0	133	0	52	150	22	0	224	832
Total	0	141	162	256	1	560	0	54	904	109	1	1068	4	217	198	99	0	518	3	242	720	87	0	1052	3198
01:00 PM	0	41	44	52	0	137	0	20	211	36	0	267	4	51	47	32	0	134	3	58	158	31	0	250	788
01:15 PM	0	38	52	54	3	147	0	11	228	32	0	271	1	46	47	27	0	121	0	52	148	28	0	228	767
01:30 PM	0	34	34	69	1	138	0	26	231	31	0	288	2	45	45	24	0	116	0	56	159	34	0	249	791
01:45 PM	0	52	49	46	0	147	0	15	209	35	0	259	0	56	61	15	1	133	0	64	131	23	1	219	758
Total	0	165	179	221	4	569	0	72	879	134	0	1085	7	198	200	98	1	504	3	230	596	116	1	946	3104
02:00 PM	0	35	30	64	0	129	0	17	202	27	0	246	1	51	43	26	1	122	0	57	167	38	0	262	759
02:15 PM	0	32	49	84	0	165	0	22	216	26	0	264	0	51	49	21	0	121	0	47	154	25	0	226	776
02:30 PM	0	49	55	68	1	173	0	17	218	31	1	267	1	34	48	14	1	98	0	64	145	31	0	240	778
02:45 PM	0	29	52	68	1	150	0	15	230	35	2	282	1	39	49	20	2	111	0	67	144	29	1	241	784
Total	0	145	186	284	2	617	0	71	866	119	3	1059	3	175	189	81	4	452	0	235	610	123	1	969	3097

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015
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CSAH 5 & CSAH 42
Burnsville, MN

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	27	56	67	2	152	0	23	258	33	2	316	1	38	60	25	0	124	0	62	176	27	1	266	858
03:15 PM	0	48	76	79	1	204	0	11	239	29	1	280	0	54	54	15	0	123	0	61	148	37	0	246	853
03:30 PM	0	45	64	68	0	177	0	13	269	31	0	313	0	58	62	28	0	148	0	86	189	51	0	326	964
03:45 PM	0	42	79	86	3	210	0	16	286	45	0	347	0	51	72	23	0	146	0	66	184	40	1	291	994
Total	0	162	275	300	6	743	0	63	1052	138	3	1256	1	201	248	91	0	541	0	275	697	155	2	1129	3669
04:00 PM	0	51	100	83	0	234	0	24	289	41	1	355	2	59	78	34	1	174	0	93	210	56	0	359	1122
04:15 PM	0	50	91	99	0	240	0	25	328	35	3	391	2	52	64	23	0	141	0	82	178	67	0	327	1099
04:30 PM	0	57	96	92	0	245	0	21	307	39	0	367	0	45	63	37	0	145	0	69	204	69	0	342	1099
04:45 PM	0	61	126	124	0	311	0	18	298	49	1	366	3	62	74	30	0	169	0	83	184	54	0	321	1167
Total	0	219	413	398	0	1030	0	88	1222	164	5	1479	7	218	279	124	1	629	0	327	776	246	0	1349	4487
05:00 PM	0	59	170	112	0	341	0	24	340	32	0	396	1	45	62	29	0	137	0	95	213	76	0	384	1258
05:15 PM	0	56	210	95	0	361	0	14	347	43	0	404	2	53	68	29	0	152	0	67	233	55	0	355	1272
05:30 PM	0	52	154	94	1	301	0	23	343	37	1	404	2	73	64	34	0	173	1	98	180	60	0	339	1217
05:45 PM	1	70	87	95	0	253	0	11	334	35	1	381	0	48	57	23	0	128	0	71	171	55	0	297	1059
Total	1	237	621	396	1	1256	0	72	1364	147	2	1585	5	219	251	115	0	590	1	331	797	246	0	1375	4806
06:00 PM	0	52	102	72	1	227	0	20	281	35	0	336	7	49	67	26	0	149	0	62	207	44	1	314	1026
06:15 PM	0	42	66	66	0	174	0	20	248	35	1	304	2	59	50	29	1	141	1	74	151	34	0	260	879
06:30 PM	2	49	60	60	0	171	0	8	216	36	0	260	4	45	40	23	0	112	1	64	140	36	0	241	784
06:45 PM	0	42	58	42	0	142	0	16	218	30	2	266	1	34	70	28	0	133	0	52	137	32	0	221	762
Total	2	185	286	240	1	714	0	64	963	136	3	1166	14	187	227	106	1	535	2	252	635	146	1	1036	3451
07:00 PM	0	61	57	54	2	174	0	19	210	29	1	259	4	43	46	25	0	118	1	55	122	21	0	199	750
07:15 PM	0	36	38	43	1	118	0	17	192	43	0	252	2	46	43	14	0	105	0	52	108	28	0	188	663
07:30 PM	0	27	43	43	0	113	0	18	216	22	2	258	2	30	50	17	0	99	1	32	115	29	0	177	647
07:45 PM	1	30	35	48	1	115	0	25	189	27	0	241	4	40	45	13	0	102	0	50	67	25	0	142	600
Total	1	154	173	188	4	520	0	79	807	121	3	1010	12	159	184	69	0	424	2	189	412	103	0	706	2660
08:00 PM	2	23	40	41	1	107	1	15	194	32	2	244	2	43	39	22	0	106	1	39	90	31	0	161	618
08:15 PM	0	31	34	51	1	117	0	14	183	31	3	231	0	39	38	22	0	99	2	45	79	22	0	148	595
08:30 PM	0	26	42	59	0	127	0	8	164	28	0	200	4	45	44	14	0	107	3	42	99	19	0	163	597
08:45 PM	0	8	32	59	0	99	0	18	189	23	2	232	0	31	27	12	0	70	1	33	90	28	0	152	553
Total	2	88	148	210	2	450	1	55	730	114	7	907	6	158	148	70	0	382	7	159	358	100	0	624	2363
09:00 PM	0	15	25	48	1	89	0	9	186	22	2	219	0	36	27	14	0	77	0	21	90	21	1	133	518
09:15 PM	0	26	34	40	0	100	0	18	139	24	0	181	0	32	18	11	0	61	0	28	64	31	0	123	465
09:30 PM	0	18	21	24	0	63	0	0	132	20	0	152	0	27	28	11	0	66	0	25	70	11	0	106	387
09:45 PM	0	11	18	29	0	58	0	3	98	15	0	116	0	13	18	6	0	37	2	21	72	20	0	115	326
Total	0	70	98	141	1	310	0	30	555	81	2	668	0	108	91	42	0	241	2	95	296	83	1	477	1696
10:00 PM	1	13	24	26	1	65	0	6	115	16	0	137	1	20	23	11	0	55	0	25	49	22	0	96	353
10:15 PM	1	21	24	17	1	64	0	6	98	12	0	116	1	14	11	5	0	31	1	28	47	16	0	92	303
10:30 PM	0	10	15	14	0	39	0	1	73	10	0	84	0	17	12	9	0	38	0	23	51	11	0	85	246

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015
Page No : 4

CSAH 5 & CSAH 42
Burnsville, MN

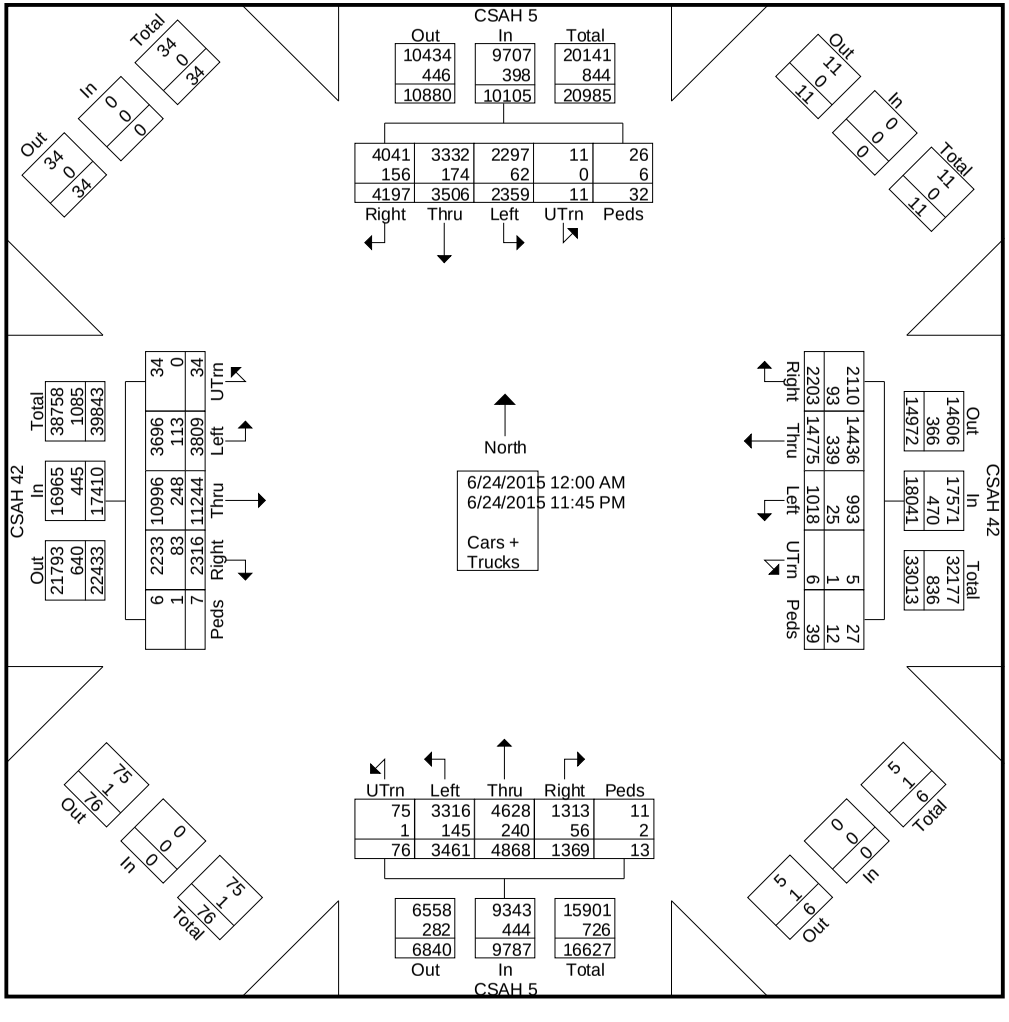
Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	1	7	9	9	1	27	0	3	70	4	0	77	2	11	10	7	0	30	1	14	43	15	1	74	208
Total	3	51	72	66	3	195	0	16	356	42	0	414	4	62	56	32	0	154	2	90	190	64	1	347	1110
11:00 PM	0	4	16	20	0	40	0	6	60	8	0	74	0	11	13	5	0	29	0	22	37	7	0	66	209
11:15 PM	0	8	10	5	0	23	0	2	52	9	0	63	0	8	5	4	0	17	1	8	36	6	0	51	154
11:30 PM	0	2	6	7	0	15	0	0	38	6	0	44	0	8	10	5	0	23	0	9	40	6	0	55	137
11:45 PM	0	1	6	11	0	18	0	3	34	5	0	42	0	4	3	0	0	7	1	5	39	6	0	51	118
Total	0	15	38	43	0	96	0	11	184	28	0	223	0	31	31	14	0	76	2	44	152	25	0	223	618
Grand Total	11	2359	3506	4197	32	10105	6	1018	14775												11244				
Cars +	11	2297	3332	4041	26	9707	5	993	14436	2110	27	17571	75	3316	4628	1313	11	9343	34	3696	10996	2233	6	16965	53586
% Cars +	100	97.4	95	96.3	81.2	96.1	83.3	97.5	97.7	95.8	69.2	97.4	98.7	95.8	95.1	95.9	84.6	95.5	100	97	97.8	96.4	85.7	97.4	96.8
Trucks	0	62	174	156	6	398	1	25	339	93	12	470	1	145	240	56	2	444	0	113	248	83	1	445	1757
% Trucks	0	2.6	5	3.7	18.8	3.9	16.7	2.5	2.3	4.2	30.8	2.6	1.3	4.2	4.9	4.1	15.4	4.5	0	3	2.2	3.6	14.3	2.6	3.2

Traffic Data Inc
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File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015
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CSAH 5 & CSAH 42
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015

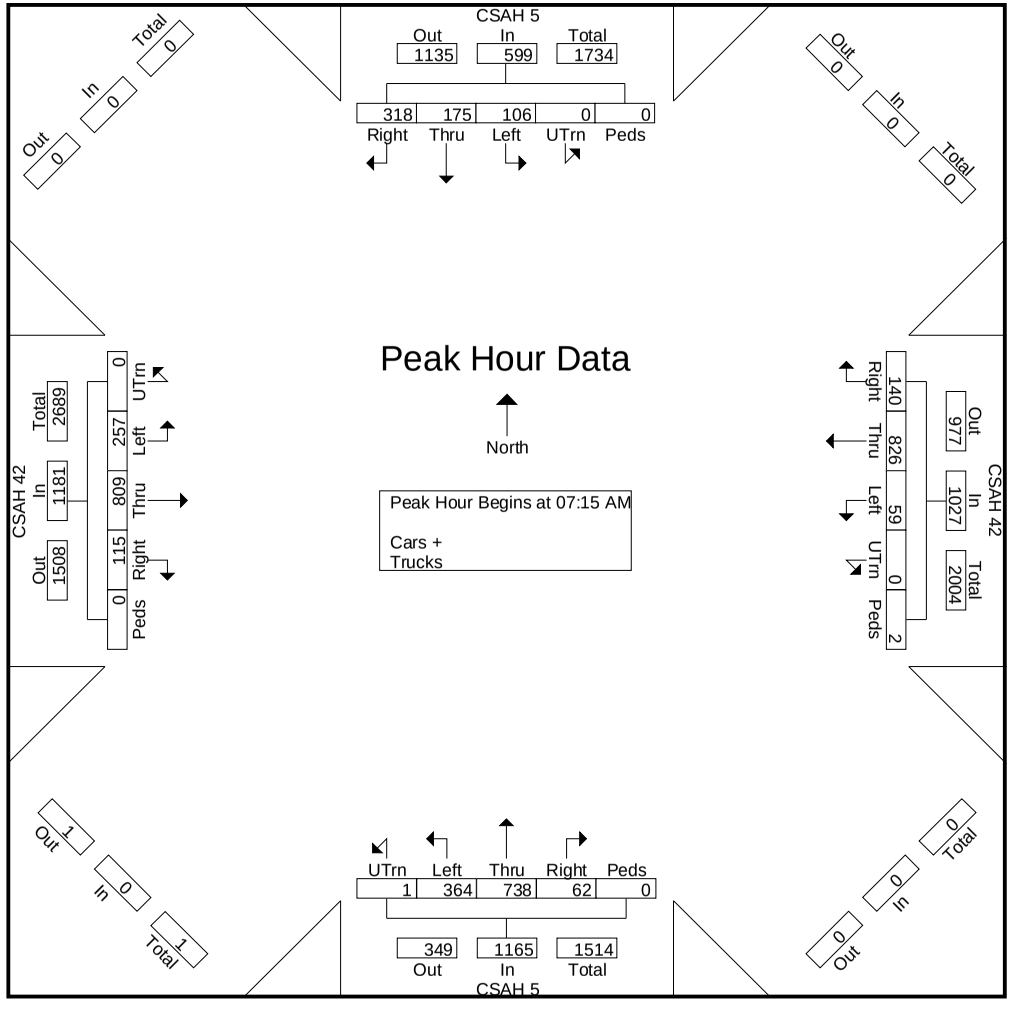
CSAH 5 & CSAH 42
Burnsville, MN

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	21	46	63	0	130	0	11	161	40	1	213	0	92	238	14	0	344	0	63	200	31	0	294	981
07:30 AM	0	26	36	79	0	141	0	12	218	44	0	274	1	90	189	17	0	297	0	76	215	31	0	322	1034
07:45 AM	0	30	58	99	0	187	0	18	236	28	1	283	0	108	191	19	0	318	0	49	183	34	0	266	1054
08:00 AM	0	29	35	77	0	141	0	18	211	28	0	257	0	74	120	12	0	206	0	69	211	19	0	299	903
Total Volume	0	106	175	318	0	599	0	59	826	140	2	1027	1	364	738	62	0	1165	0	257	809	115	0	1181	3972
% App. Total	0	17.7	29.2	53.1	0		0	5.7	80.4	13.6	0.2		0.1	31.2	63.3	5.3	0		0	21.8	68.5	9.7	0		
PHF	.000	.883	.754	.803	.000	.801	.000	.819	.875	.795	.500	.907	.250	.843	.775	.816	.000	.847	.000	.845	.941	.846	.000	.917	.942

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File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
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CSAH 5 & CSAH 42
Burnsville, MN



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St. Louis Park, MN 55416

File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
Start Date : 6/24/2015
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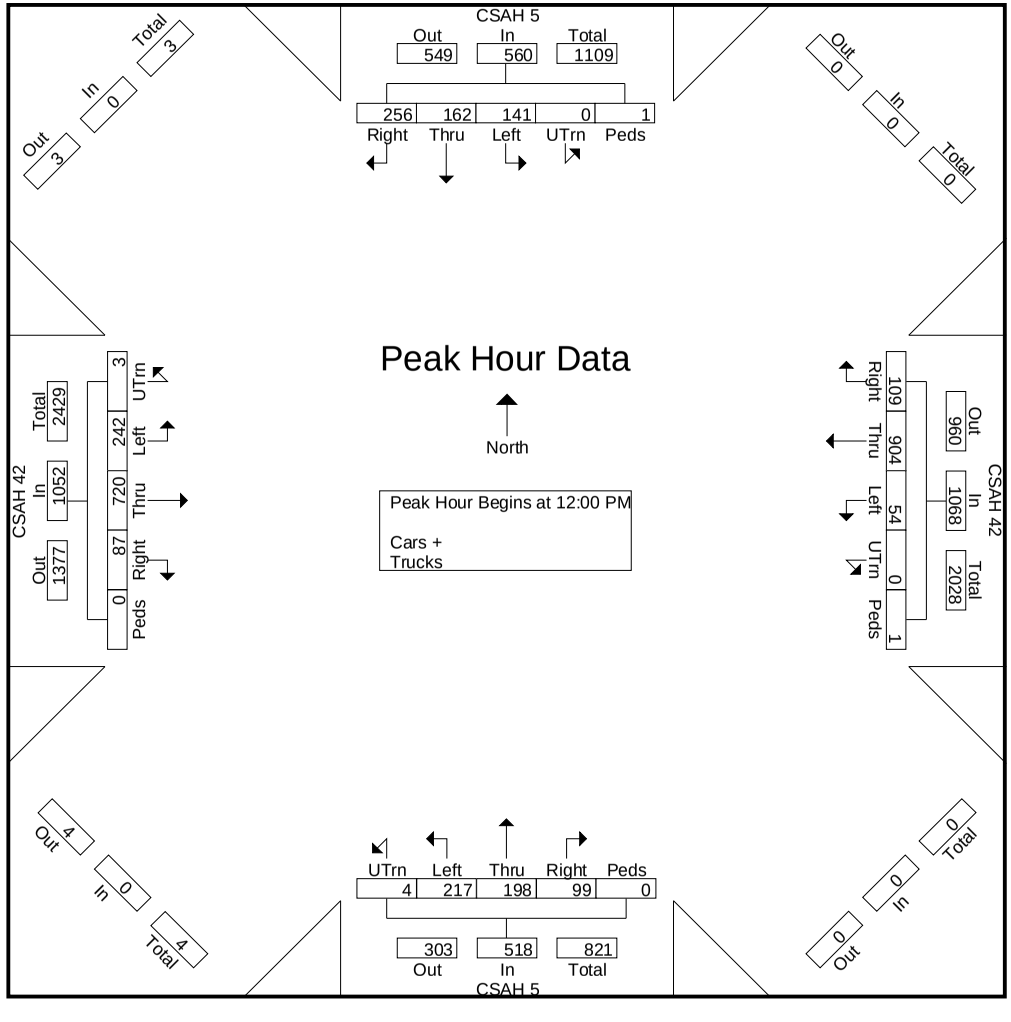
CSAH 5 & CSAH 42
Burnsville, MN

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	34	32	64	0	130	0	16	202	26	1	245	2	54	54	18	0	128	2	57	225	15	0	299	802
12:15 PM	0	41	52	65	1	159	0	15	201	23	0	239	1	48	49	29	0	127	1	59	175	18	0	253	778
12:30 PM	0	30	33	59	0	122	0	9	220	29	0	258	0	57	47	26	0	130	0	74	170	32	0	276	786
12:45 PM	0	36	45	68	0	149	0	14	281	31	0	326	1	58	48	26	0	133	0	52	150	22	0	224	832
Total Volume	0	141	162	256	1	560	0	54	904	109	1	1068	4	217	198	99	0	518	3	242	720	87	0	1052	3198
% App. Total	0	25.2	28.9	45.7	0.2		0	5.1	84.6	10.2	0.1		0.8	41.9	38.2	19.1	0		0.3	23	68.4	8.3	0		
PHF	.000	.860	.779	.941	.250	.881	.000	.844	.804	.879	.250	.819	.500	.935	.917	.853	.000	.974	.375	.818	.800	.680	.000	.880	.961

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CSAH 5 & CSAH 42
Burnsville, MN



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File Name : 1 - CSAH 5 & CSAH 42, 6-24-15, 12am-12am
Site Code : 1
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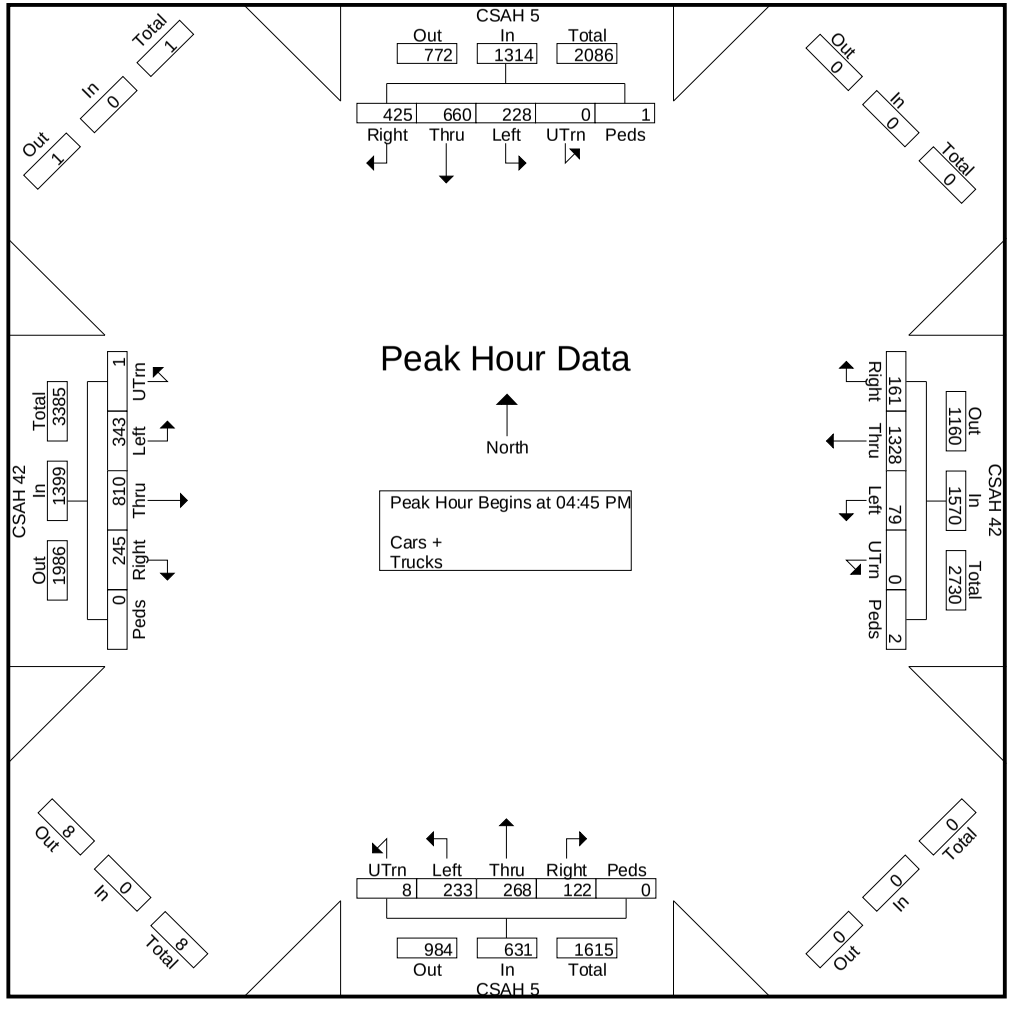
CSAH 5 & CSAH 42
Burnsville, MN

	CSAH 5 Southbound						CSAH 42 Westbound						CSAH 5 Northbound						CSAH 42 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	61	126	124	0	311	0	18	298	49	1	366	3	62	74	30	0	169	0	83	184	54	0	321	1167
05:00 PM	0	59	170	112	0	341	0	24	340	32	0	396	1	45	62	29	0	137	0	95	213	76	0	384	1258
05:15 PM	0	56	210	95	0	361	0	14	347	43	0	404	2	53	68	29	0	152	0	67	233	55	0	355	1272
05:30 PM	0	52	154	94	1	301	0	23	343	37	1	404	2	73	64	34	0	173	1	98	180	60	0	339	1217
Total Volume	0	228	660	425	1	1314	0	79	1328	161	2	1570	8	233	268	122	0	631	1	343	810	245	0	1399	4914
% App. Total	0	17.4	50.2	32.3	0.1		0	5	84.6	10.3	0.1		1.3	36.9	42.5	19.3	0		0.1	24.5	57.9	17.5	0		
PHF	.000	.934	.786	.857	.250	.910	.000	.823	.957	.821	.500	.972	.667	.798	.905	.897	.000	.912	.250	.875	.869	.806	.000	.911	.966

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CSAH 5 & CSAH 42
Burnsville, MN



Traffic Data Inc

PO Box 16296
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File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
Page No : 1

CSAH 42 & 35E East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	46	0	0	46	0	4	0	2	0	6	0	25	49	0	0	74	126
12:15 AM	0	0	0	0	0	0	0	0	24	4	0	28	0	3	0	3	0	6	0	23	49	0	0	72	106
12:30 AM	0	0	0	0	0	0	0	0	26	1	0	27	0	3	0	1	0	4	0	17	34	0	0	51	82
12:45 AM	0	0	0	0	0	0	0	0	24	4	0	28	0	1	0	0	0	1	0	17	30	0	0	47	76
Total	0	0	0	0	0	0	0	0	120	9	0	129	0	11	0	6	0	17	0	82	162	0	0	244	390
01:00 AM	0	0	0	0	0	0	0	0	24	4	0	28	0	3	0	0	0	3	0	18	26	0	0	44	75
01:15 AM	0	0	0	0	0	0	0	0	20	1	0	21	0	1	0	2	0	3	0	17	27	0	0	44	68
01:30 AM	0	0	0	0	0	0	0	0	16	0	0	16	0	2	0	2	0	4	0	16	23	0	0	39	59
01:45 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	2	0	0	0	2	0	13	23	0	0	36	47
Total	0	0	0	0	0	0	0	0	69	5	0	74	0	8	0	4	0	12	0	64	99	0	0	163	249
02:00 AM	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	0	14	21	0	0	35	44
02:15 AM	0	0	0	0	0	0	0	0	11	1	0	12	0	2	0	1	0	3	0	10	24	0	0	34	49
02:30 AM	0	0	0	0	0	0	0	0	14	2	0	16	0	4	0	3	0	7	0	8	18	0	0	26	49
02:45 AM	0	0	0	0	0	0	0	0	13	2	0	15	0	2	0	1	0	3	0	6	11	0	0	17	35
Total	0	0	0	0	0	0	0	0	46	6	0	52	0	8	0	5	0	13	0	38	74	0	0	112	177
03:00 AM	0	0	0	0	0	0	0	0	11	3	0	14	0	2	0	1	0	3	0	9	6	0	0	15	32
03:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	1	0	2	0	11	9	0	0	20	29
03:30 AM	0	0	0	0	0	0	0	0	32	0	0	32	0	2	0	1	0	3	0	12	18	0	0	30	65
03:45 AM	0	0	0	0	0	0	0	0	17	1	0	18	0	2	0	2	0	4	0	8	7	0	0	15	37
Total	0	0	0	0	0	0	0	0	67	4	0	71	0	7	0	5	0	12	0	40	40	0	0	80	163
04:00 AM	0	0	0	0	0	0	0	0	22	1	0	23	0	1	0	1	0	2	0	9	9	0	0	18	43
04:15 AM	0	0	0	0	0	0	0	0	28	5	0	33	0	0	0	4	0	4	0	17	13	0	0	30	67
04:30 AM	0	0	0	0	0	0	0	0	51	6	0	57	0	3	0	1	0	4	0	18	14	0	0	32	93
04:45 AM	0	0	0	0	0	0	0	0	52	10	0	62	0	4	0	3	0	7	0	10	23	0	0	33	102
Total	0	0	0	0	0	0	0	0	153	22	0	175	0	8	0	9	0	17	0	54	59	0	0	113	305
05:00 AM	0	0	0	0	0	0	0	0	85	8	0	93	0	3	0	0	0	3	0	21	23	0	0	44	140
05:15 AM	0	0	0	0	0	0	0	0	128	9	0	137	0	6	0	1	0	7	0	35	21	0	0	56	200
05:30 AM	0	0	0	0	0	0	0	0	175	16	0	191	0	15	0	7	0	22	0	45	40	0	0	85	298
05:45 AM	0	0	0	0	0	0	0	0	211	8	0	219	0	10	0	5	0	15	0	67	40	0	0	107	341
Total	0	0	0	0	0	0	0	0	599	41	0	640	0	34	0	13	0	47	0	168	124	0	0	292	979
06:00 AM	0	0	0	0	0	0	0	0	253	21	0	274	0	27	0	5	0	32	0	94	45	0	0	139	445
06:15 AM	0	0	0	0	0	0	0	0	288	37	0	325	0	38	0	5	1	44	0	139	60	0	0	199	568
06:30 AM	0	0	0	0	0	0	0	0	204	66	0	270	0	36	0	2	0	38	0	207	72	0	0	279	587
06:45 AM	0	0	0	0	0	0	0	0	209	77	0	286	0	17	0	0	0	17	0	204	113	0	0	317	620
Total	0	0	0	0	0	0	0	0	954	201	0	1155	0	118	0	12	1	131	0	644	290	0	0	934	2220
07:00 AM	0	0	0	0	0	0	0	0	203	72	0	275	0	22	0	4	1	27	0	207	99	0	0	306	608
07:15 AM	0	0	0	0	0	0	0	0	231	86	0	317	0	11	0	4	1	16	0	234	118	0	0	352	685
07:30 AM	0	0	0	0	0	0	0	0	240	59	0	299	0	20	0	5	1	26	0	216	159	0	0	375	700

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
Page No : 2

CSAH 42 & 35E East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	0	303	47	0	350	0	41	0	13	0	54	0	197	181	0	0	378	782
Total	0	0	0	0	0	0	0	0	977	264	0	1241	0	94	0	26	3	123	0	854	557	0	0	1411	2775
08:00 AM	0	0	0	0	0	0	0	0	199	44	0	243	0	28	0	14	2	44	0	153	141	0	0	294	581
08:15 AM	0	0	0	0	0	0	0	0	297	40	0	337	0	47	0	6	0	53	0	135	140	0	0	275	665
08:30 AM	0	0	0	0	0	0	1	0	225	32	0	258	0	69	0	16	2	87	0	141	130	0	0	271	616
08:45 AM	0	0	0	0	0	0	0	0	266	33	0	299	0	50	0	16	0	66	0	129	179	0	0	308	673
Total	0	0	0	0	0	0	1	0	987	149	0	1137	0	194	0	52	4	250	0	558	590	0	0	1148	2535
09:00 AM	0	0	0	0	0	0	0	0	215	25	0	240	0	84	1	18	0	103	0	130	127	0	0	257	600
09:15 AM	0	0	0	0	0	0	0	0	293	22	0	315	0	85	1	17	0	103	0	116	151	0	0	267	685
09:30 AM	0	0	0	0	0	0	0	0	225	29	0	254	0	111	0	23	0	134	0	105	153	0	0	258	646
09:45 AM	0	0	0	0	0	0	0	0	292	26	0	318	0	89	1	20	0	110	0	98	173	0	0	271	699
Total	0	0	0	0	0	0	0	0	1025	102	0	1127	0	369	3	78	0	450	0	449	604	0	0	1053	2630
10:00 AM	0	0	0	0	0	0	0	0	220	24	0	244	0	71	0	16	0	87	0	95	180	0	0	275	606
10:15 AM	0	0	0	0	0	0	0	0	298	28	0	326	0	53	0	25	1	79	0	90	146	0	0	236	641
10:30 AM	0	0	0	0	0	0	0	0	276	34	0	310	0	64	0	18	0	82	0	102	187	0	0	289	681
10:45 AM	0	0	0	0	0	0	0	0	291	24	0	315	0	56	1	23	1	81	0	109	207	0	0	316	712
Total	0	0	0	0	0	0	0	0	1085	110	0	1195	0	244	1	82	2	329	0	396	720	0	0	1116	2640
11:00 AM	0	0	0	0	0	0	0	0	262	21	0	283	0	65	0	15	0	80	0	108	168	0	0	276	639
11:15 AM	0	0	0	0	0	0	0	0	355	23	0	378	0	61	1	28	4	94	0	131	206	0	0	337	809
11:30 AM	0	0	0	0	0	0	0	0	291	16	0	307	0	59	0	28	0	87	0	111	213	0	0	324	718
11:45 AM	0	0	0	0	0	0	0	0	329	13	1	343	0	65	0	26	0	91	0	106	201	0	0	307	741
Total	0	0	0	0	0	0	0	0	1237	73	1	1311	0	250	1	97	4	352	0	456	788	0	0	1244	2907
12:00 PM	0	0	0	0	0	0	0	0	297	16	0	313	0	47	0	23	0	70	0	107	269	0	0	376	759
12:15 PM	0	0	0	0	0	0	0	0	322	15	0	337	0	60	0	17	0	77	0	118	244	0	0	362	776
12:30 PM	0	0	0	0	0	0	0	0	320	31	0	351	0	67	0	21	0	88	0	123	249	0	0	372	811
12:45 PM	0	0	0	0	0	0	0	0	364	20	0	384	0	64	0	21	0	85	0	105	262	0	0	367	836
Total	0	0	0	0	0	0	0	0	1303	82	0	1385	0	238	0	82	0	320	0	453	1024	0	0	1477	3182
01:00 PM	0	0	0	0	0	0	0	0	379	26	0	405	0	57	0	28	0	85	0	100	253	0	0	353	843
01:15 PM	0	0	0	0	0	0	0	0	348	22	0	370	0	71	0	18	0	89	0	84	242	0	0	326	785
01:30 PM	0	0	0	0	0	0	0	0	293	22	0	315	0	66	0	22	0	88	0	121	282	0	0	403	806
01:45 PM	0	0	0	0	0	0	0	0	324	25	0	349	0	71	0	17	0	88	1	131	270	0	0	402	839
Total	0	0	0	0	0	0	0	0	1344	95	0	1439	0	265	0	85	0	350	1	436	1047	0	0	1484	3273
02:00 PM	0	0	0	0	0	0	0	0	343	29	0	372	0	81	0	17	0	98	1	131	222	0	0	354	824
02:15 PM	0	0	0	0	0	0	0	0	269	27	0	296	0	55	0	18	0	73	0	158	282	0	0	440	809
02:30 PM	0	0	0	0	0	0	0	0	329	31	0	360	0	64	0	20	0	84	0	136	276	0	2	414	858
02:45 PM	0	0	0	0	0	0	0	0	348	23	0	371	0	65	0	19	0	84	0	119	278	0	1	398	853
Total	0	0	0	0	0	0	0	0	1289	110	0	1399	0	265	0	74	0	339	1	544	1058	0	3	1606	3344

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
Page No : 3

CSAH 42 & 35E East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	294	21	0	315	0	50	0	23	0	73	0	169	298	0	0	467	855
03:15 PM	0	0	0	0	0	0	0	0	312	19	0	331	0	51	0	13	0	64	0	148	335	0	1	484	879
03:30 PM	0	0	0	0	0	0	0	0	350	20	0	370	0	41	0	17	0	58	1	184	347	0	0	532	960
03:45 PM	0	0	0	0	0	0	0	0	274	23	0	297	0	71	0	14	0	85	0	193	366	0	0	559	941
Total	0	0	0	0	0	0	0	0	1230	83	0	1313	0	213	0	67	0	280	1	694	1346	0	1	2042	3635
04:00 PM	0	0	0	0	0	0	0	0	360	30	0	390	0	44	0	22	0	66	0	184	372	0	1	557	1013
04:15 PM	0	0	0	0	0	0	0	0	348	29	0	377	0	61	0	19	0	80	1	24	397	0	0	422	879
04:30 PM	0	0	0	0	0	0	0	0	354	22	0	376	0	43	0	21	0	64	0	203	389	0	0	592	1032
04:45 PM	0	0	0	0	1	1	0	0	380	36	0	416	0	55	0	26	0	81	0	190	457	0	0	647	1145
Total	0	0	0	0	1	1	0	0	1442	117	0	1559	0	203	0	88	0	291	1	601	1615	0	1	2218	4069
05:00 PM	0	0	0	0	0	0	0	0	369	12	0	381	0	49	0	23	0	72	0	27	401	0	2	430	883
05:15 PM	0	0	0	0	0	0	0	0	386	23	0	409	0	47	0	36	0	83	0	203	515	0	0	718	1210
05:30 PM	0	0	0	0	0	0	0	0	426	26	0	452	0	47	0	20	0	67	0	157	447	0	0	604	1123
05:45 PM	0	0	0	0	0	0	0	0	324	18	0	342	0	62	0	23	0	85	1	145	426	0	0	572	999
Total	0	0	0	0	0	0	0	0	1505	79	0	1584	0	205	0	102	0	307	1	532	1789	0	2	2324	4215
06:00 PM	0	0	0	0	0	0	0	0	342	37	0	379	0	37	1	23	0	61	0	171	416	0	1	588	1028
06:15 PM	0	0	0	0	0	0	0	0	350	25	0	375	0	53	0	28	0	81	0	121	389	0	0	510	966
06:30 PM	0	0	0	0	0	0	0	0	308	18	0	326	0	62	0	18	0	80	0	108	281	0	1	390	796
06:45 PM	0	0	0	0	0	0	0	0	301	12	0	313	0	35	0	14	0	49	0	120	311	0	0	431	793
Total	0	0	0	0	0	0	0	0	1301	92	0	1393	0	187	1	83	0	271	0	520	1397	0	2	1919	3583
07:00 PM	0	0	0	0	1	1	0	0	286	29	0	315	0	55	0	17	0	72	0	123	275	0	1	399	787
07:15 PM	0	0	0	0	0	0	0	0	268	26	0	294	0	31	0	19	0	50	0	123	224	0	0	347	691
07:30 PM	0	0	0	0	0	0	0	0	259	13	0	272	0	33	0	10	0	43	0	94	250	0	0	344	659
07:45 PM	0	0	0	0	0	0	0	0	239	11	0	250	0	31	0	10	0	41	0	101	232	0	0	333	624
Total	0	0	0	0	1	1	0	0	1052	79	0	1131	0	150	0	56	0	206	0	441	981	0	1	1423	2761
08:00 PM	0	0	0	0	0	0	0	0	209	10	0	219	0	39	0	9	0	48	1	79	209	0	0	289	556
08:15 PM	0	0	0	0	1	1	0	0	232	8	0	240	0	34	1	12	0	47	0	99	227	0	1	327	615
08:30 PM	0	0	0	0	0	0	0	0	224	28	0	252	0	32	0	12	0	44	0	110	225	0	1	336	632
08:45 PM	0	0	0	0	0	0	0	0	265	25	0	290	0	25	0	11	0	36	0	99	226	0	0	325	651
Total	0	0	0	0	1	1	0	0	930	71	0	1001	0	130	1	44	0	175	1	387	887	0	2	1277	2454
09:00 PM	0	0	0	0	0	0	0	0	208	20	0	228	0	13	0	10	0	23	0	110	187	0	0	297	548
09:15 PM	0	0	0	0	0	0	0	0	220	13	0	233	0	18	0	16	0	34	0	84	175	0	0	259	526
09:30 PM	0	0	0	0	0	0	0	0	150	12	0	162	0	15	0	6	0	21	0	67	175	0	0	242	425
09:45 PM	0	0	0	0	0	0	0	0	140	10	0	150	0	9	0	11	0	20	0	78	125	0	0	203	373
Total	0	0	0	0	0	0	0	0	718	55	0	773	0	55	0	43	0	98	0	339	662	0	0	1001	1872
10:00 PM	0	0	0	0	0	0	0	0	114	11	0	125	0	9	0	5	0	14	0	67	123	0	0	190	329
10:15 PM	0	0	0	0	0	0	0	0	101	7	0	108	0	7	0	3	0	10	0	54	118	0	0	172	290
10:30 PM	0	0	0	0	0	0	0	0	77	11	0	88	0	6	0	9	0	15	0	43	110	0	0	153	256

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
Page No : 4

CSAH 42 & 35E East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

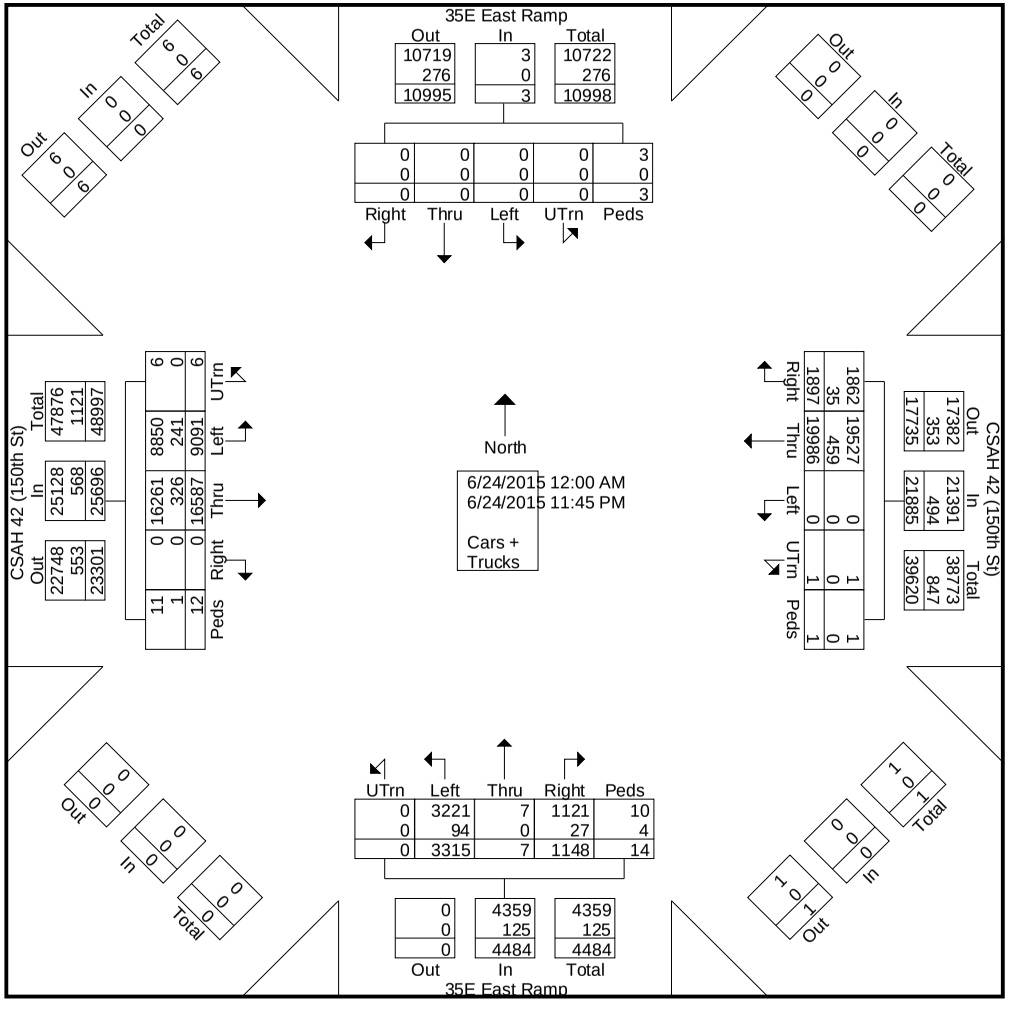
	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	0	0	0	0	0	0	0	63	2	0	65	0	16	0	5	0	21	0	43	89	0	0	132	218
Total	0	0	0	0	0	0	0	0	355	31	0	386	0	38	0	22	0	60	0	207	440	0	0	647	1093
11:00 PM	0	0	0	0	0	0	0	0	68	5	0	73	0	7	0	5	0	12	0	44	71	0	0	115	200
11:15 PM	0	0	0	0	0	0	0	0	60	7	0	67	0	6	0	3	0	9	0	28	52	0	0	80	156
11:30 PM	0	0	0	0	0	0	0	0	39	4	0	43	0	5	0	2	0	7	0	36	74	0	0	110	160
11:45 PM	0	0	0	0	0	0	0	0	31	1	0	32	0	3	0	3	0	6	0	26	37	0	0	63	101
Total	0	0	0	0	0	0	0	0	198	17	0	215	0	21	0	13	0	34	0	134	234	0	0	368	617
Grand Total	0	0	0	0	3	3	1	0	19986												16587				
Cars +	0	0	0	0	3	3	1	0	19527	1862	1	21391	0	3221	7	1121	10	4359	6	8850	16261	0	11	25128	50881
% Cars +	0	0	0	0	100	100	100	0	97.7	98.2	100	97.7	0	97.2	100	97.6	71.4	97.2	100	97.3	98	0	91.7	97.8	97.7
Trucks	0	0	0	0	0	0	0	0	459	35	0	494	0	94	0	27	4	125	0	241	326	0	1	568	1187
% Trucks	0	0	0	0	0	0	0	0	2.3	1.8	0	2.3	0	2.8	0	2.4	28.6	2.8	0	2.7	2	0	8.3	2.2	2.3

Traffic Data Inc

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File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
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CSAH 42 & 35E East Ramp
Burnsville, MN



Traffic Data Inc
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File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
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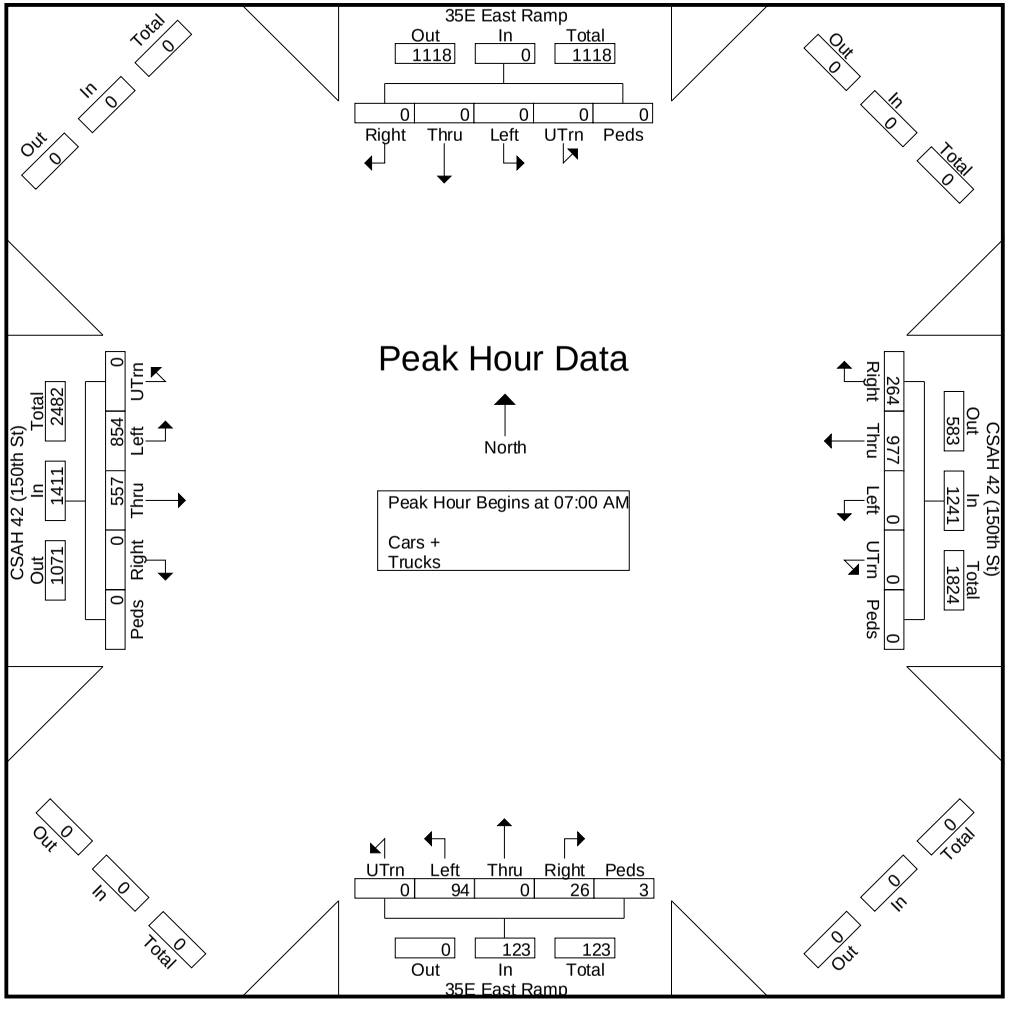
CSAH 42 & 35E East Ramp
Burnsville, MN

	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	0	0	0	0	0	0	0	0	203	72	0	275	0	22	0	4	1	27	0	207	99	0	0	306	608
07:15 AM	0	0	0	0	0	0	0	0	231	86	0	317	0	11	0	4	1	16	0	234	118	0	0	352	685
07:30 AM	0	0	0	0	0	0	0	0	240	59	0	299	0	20	0	5	1	26	0	216	159	0	0	375	700
07:45 AM	0	0	0	0	0	0	0	0	303	47	0	350	0	41	0	13	0	54	0	197	181	0	0	378	782
Total Volume	0	0	0	0	0	0	0	0	977	264	0	1241	0	94	0	26	3	123	0	854	557	0	0	1411	2775
% App. Total	0	0	0	0	0		0	0	78.7	21.3	0		0	76.4	0	21.1	2.4		0	60.5	39.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.806	.767	.000	.886	.000	.573	.000	.500	.750	.569	.000	.912	.769	.000	.000	.933	.887

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File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
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CSAH 42 & 35E East Ramp
Burnsville, MN



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St. Louis Park, MN 55416

File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
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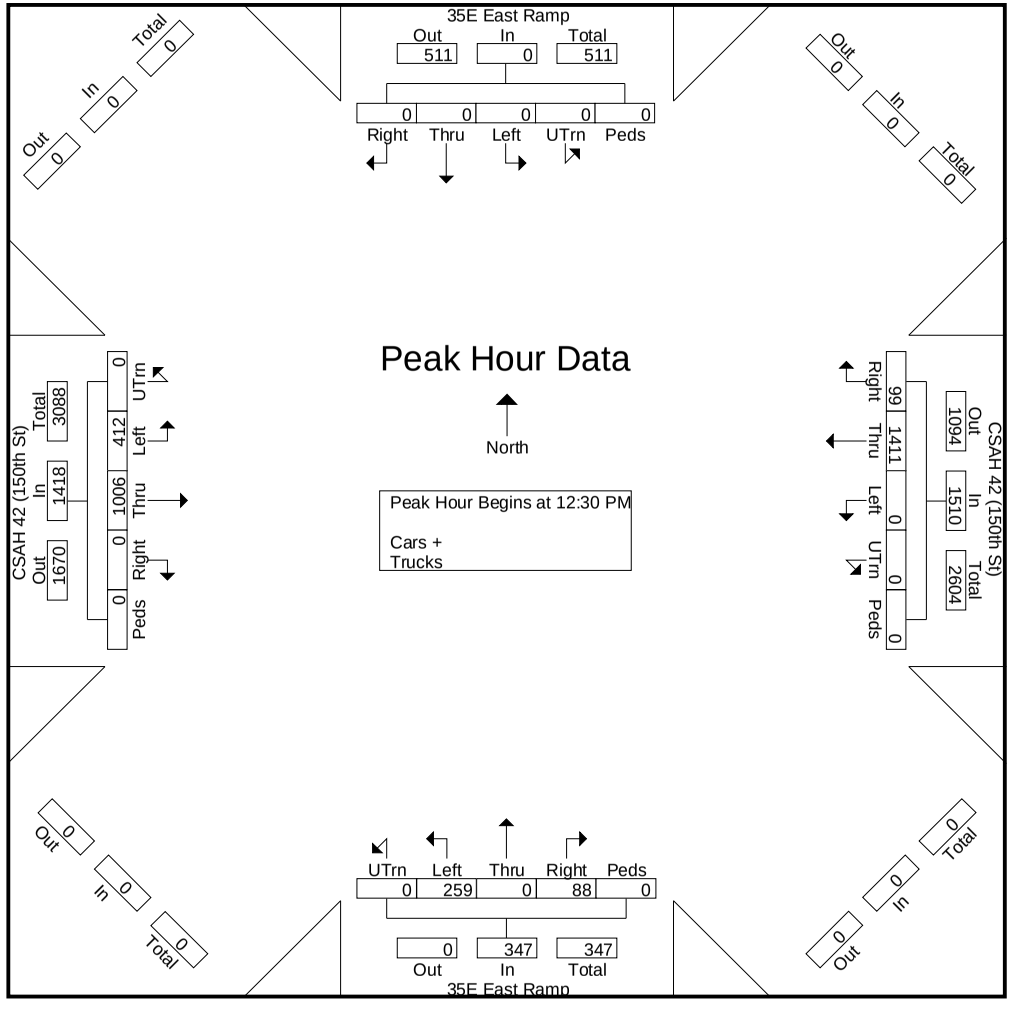
CSAH 42 & 35E East Ramp
Burnsville, MN

	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	0	0	0	0	0	0	0	320	31	0	351	0	67	0	21	0	88	0	123	249	0	0	372	811
12:45 PM	0	0	0	0	0	0	0	0	364	20	0	384	0	64	0	21	0	85	0	105	262	0	0	367	836
01:00 PM	0	0	0	0	0	0	0	0	379	26	0	405	0	57	0	28	0	85	0	100	253	0	0	353	843
01:15 PM	0	0	0	0	0	0	0	0	348	22	0	370	0	71	0	18	0	89	0	84	242	0	0	326	785
Total Volume	0	0	0	0	0	0	0	0	1411	99	0	1510	0	259	0	88	0	347	0	412	1006	0	0	1418	3275
% App. Total	0	0	0	0	0		0	0	93.4	6.6	0		0	74.6	0	25.4	0		0	29.1	70.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.931	.798	.000	.932	.000	.912	.000	.786	.000	.975	.000	.837	.960	.000	.000	.953	.971

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CSAH 42 & 35E East Ramp
Burnsville, MN



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File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
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Start Date : 6/24/2015
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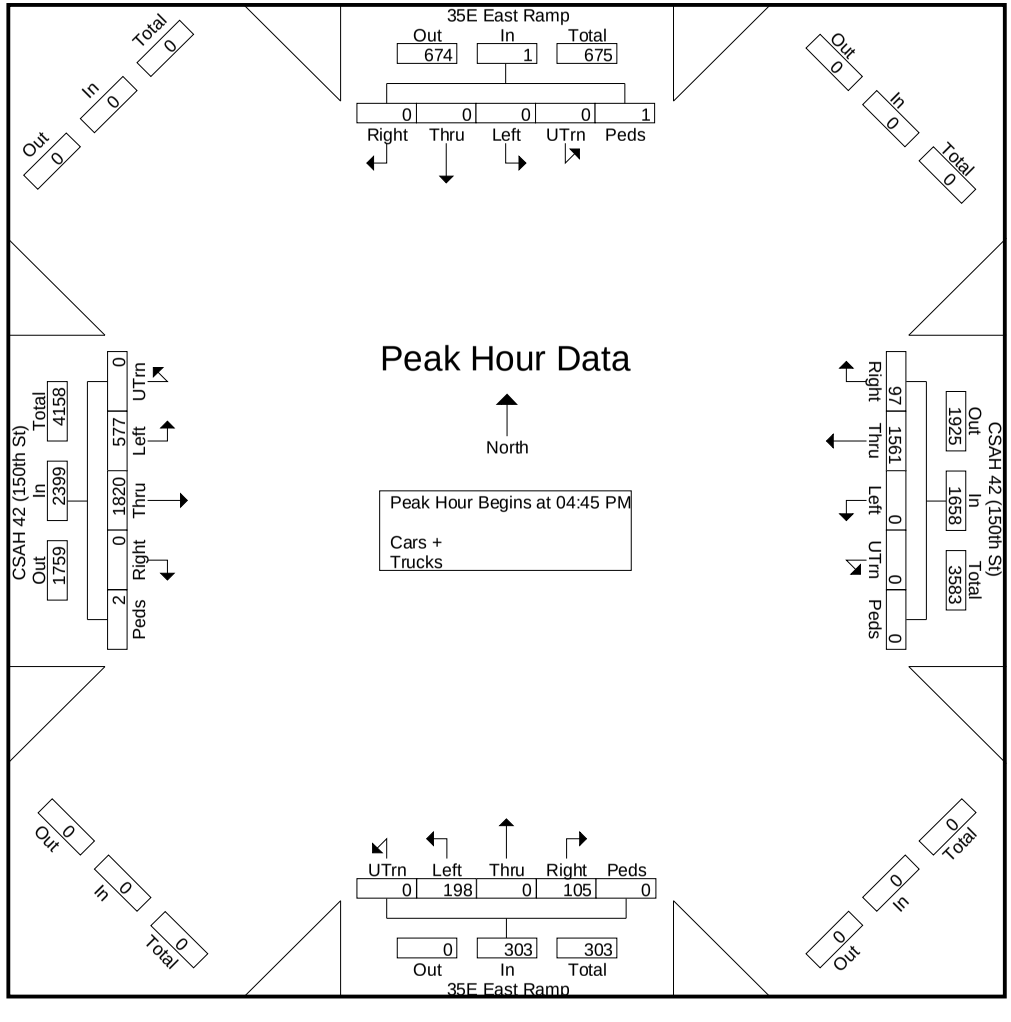
CSAH 42 & 35E East Ramp
Burnsville, MN

	35E East Ramp Southbound						CSAH 42 (150th St) Westbound						35E East Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	0	1	1	0	0	380	36	0	416	0	55	0	26	0	81	0	190	457	0	0	647	1145
05:00 PM	0	0	0	0	0	0	0	0	369	12	0	381	0	49	0	23	0	72	0	27	401	0	2	430	883
05:15 PM	0	0	0	0	0	0	0	0	386	23	0	409	0	47	0	36	0	83	0	203	515	0	0	718	1210
05:30 PM	0	0	0	0	0	0	0	0	426	26	0	452	0	47	0	20	0	67	0	157	447	0	0	604	1123
Total Volume	0	0	0	0	1	1	0	0	1561	97	0	1658	0	198	0	105	0	303	0	577	1820	0	2	2399	4361
% App. Total	0	0	0	0	100		0	0	94.1	5.9	0		0	65.3	0	34.7	0		0	24.1	75.9	0	0.1		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.916	.674	.000	.917	.000	.900	.000	.729	.000	.913	.000	.711	.883	.000	.250	.835	.901

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File Name : 32 - CSAH 42 & 35E East Ramp, 6-24-15, 12am-12am
Site Code : 32
Start Date : 6/24/2015
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CSAH 42 & 35E East Ramp
Burnsville, MN



Traffic Data Inc

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File Name : 31 - CSAH 42 & 35E West Ramp, 6-24-15, 12am-12am
Site Code : 31
Start Date : 6/24/2015
Page No : 1

CSAH 42 & 35E West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	7	0	19	0	26	0	3	43	0	0	46	0	0	0	0	0	0	0	0	69	4	0	73	145
12:15 AM	0	7	0	19	0	26	0	4	29	0	0	33	0	0	0	0	0	0	1	0	65	7	0	73	132
12:30 AM	0	5	0	15	0	20	0	0	25	0	0	25	0	0	0	0	0	0	0	0	41	7	0	48	93
12:45 AM	0	3	0	16	0	19	0	4	20	0	0	24	0	0	0	0	0	0	0	0	52	3	0	55	98
Total	0	22	0	69	0	91	0	11	117	0	0	128	0	0	0	0	0	0	1	0	227	21	0	249	468
01:00 AM	0	1	0	15	0	16	0	1	27	0	0	28	0	0	0	0	0	0	0	0	39	6	0	45	89
01:15 AM	0	3	0	11	0	14	0	0	20	0	0	20	0	0	0	0	0	0	0	0	41	8	0	49	83
01:30 AM	0	2	0	9	0	11	0	0	11	0	0	11	0	0	0	0	0	0	0	0	34	2	0	36	58
01:45 AM	0	3	0	6	0	9	0	1	11	0	0	12	0	0	0	0	0	0	0	0	36	4	0	40	61
Total	0	9	0	41	0	50	0	2	69	0	0	71	0	0	0	0	0	0	0	0	150	20	0	170	291
02:00 AM	0	3	0	6	0	9	0	0	7	0	0	7	0	0	0	0	0	0	0	0	30	2	0	32	48
02:15 AM	0	1	0	12	0	13	0	0	13	0	0	13	0	0	0	0	0	0	0	0	30	2	0	32	58
02:30 AM	0	1	0	11	0	12	0	2	16	0	0	18	0	0	0	0	0	0	0	0	26	5	0	31	61
02:45 AM	0	1	0	12	0	13	0	0	16	0	0	16	0	0	0	0	0	0	0	0	19	1	0	20	49
Total	0	6	0	41	0	47	0	2	52	0	0	54	0	0	0	0	0	0	0	0	105	10	0	115	216
03:00 AM	0	2	0	12	0	14	0	1	10	0	0	11	0	0	0	0	0	0	0	0	13	2	0	15	40
03:15 AM	0	0	0	3	0	3	0	1	9	0	0	10	0	0	0	0	0	0	0	0	20	1	0	21	34
03:30 AM	0	1	0	8	0	9	0	1	30	0	0	31	0	0	0	0	0	0	0	0	25	2	0	27	67
03:45 AM	0	0	0	5	0	5	0	2	17	0	0	19	0	0	0	0	0	0	0	0	18	1	0	19	43
Total	0	3	0	28	0	31	0	5	66	0	0	71	0	0	0	0	0	0	0	0	76	6	0	82	184
04:00 AM	0	0	0	6	0	6	0	0	23	0	0	23	0	0	0	0	0	0	0	0	18	2	0	20	49
04:15 AM	0	1	0	16	0	17	0	1	24	0	0	25	0	0	0	0	0	0	0	0	29	2	0	31	73
04:30 AM	0	0	0	16	0	16	0	3	52	0	0	55	0	0	0	0	0	0	0	0	31	2	0	33	104
04:45 AM	0	3	0	39	0	42	0	4	52	0	0	56	0	0	0	0	0	0	0	0	28	4	0	32	130
Total	0	4	0	77	0	81	0	8	151	0	0	159	0	0	0	0	0	0	0	0	106	10	0	116	356
05:00 AM	0	1	0	27	0	28	0	3	72	0	0	75	0	0	0	0	0	0	0	0	43	3	0	46	149
05:15 AM	0	0	0	46	0	46	0	2	121	0	0	123	0	0	0	0	0	0	0	0	57	3	0	60	229
05:30 AM	0	2	0	46	0	48	0	0	172	0	0	172	0	0	0	0	0	0	0	0	85	10	0	95	315
05:45 AM	0	3	0	90	0	93	0	2	219	0	0	221	0	0	0	0	0	0	0	0	100	9	0	109	423
Total	0	6	0	209	0	215	0	7	584	0	0	591	0	0	0	0	0	0	0	0	285	25	0	310	1116
06:00 AM	0	7	0	75	0	82	0	4	253	0	0	257	0	0	0	0	0	0	0	0	120	4	0	124	463
06:15 AM	0	11	0	94	0	105	0	4	288	0	0	292	0	0	0	0	0	0	0	0	184	12	0	196	593
06:30 AM	0	4	0	109	0	113	0	6	248	0	0	254	0	0	0	0	0	0	0	0	275	14	0	289	656
06:45 AM	0	14	0	119	0	133	0	4	239	0	0	243	0	0	0	0	0	0	0	0	315	17	0	332	708
Total	0	36	0	397	0	433	0	18	1028	0	0	1046	0	0	0	0	0	0	0	0	894	47	0	941	2420
07:00 AM	0	8	0	121	0	129	0	8	222	0	0	230	0	0	0	0	1	1	0	0	294	16	0	310	670
07:15 AM	0	14	0	112	0	126	0	16	217	0	0	233	0	0	0	0	0	0	0	0	339	29	0	368	727
07:30 AM	0	11	0	156	0	167	0	10	233	0	0	243	0	0	0	0	1	1	0	0	365	23	0	388	799

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 31 - CSAH 42 & 35E West Ramp, 6-24-15, 12am-12am
Site Code : 31
Start Date : 6/24/2015
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CSAH 42 & 35E West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	17	0	177	0	194	0	10	274	0	0	284	0	0	0	0	0	0	0	0	395	31	0	426	904
Total	0	50	0	566	0	616	0	44	946	0	0	990	0	0	0	0	2	2	0	0	1393	99	0	1492	3100
08:00 AM	0	22	0	164	0	186	0	8	231	0	0	239	0	0	0	0	2	2	0	0	299	26	0	325	752
08:15 AM	0	13	0	151	0	164	0	14	228	0	0	242	0	0	0	0	0	0	0	0	296	24	0	320	726
08:30 AM	0	15	0	152	0	167	0	8	288	0	0	296	0	0	0	0	2	2	0	0	260	30	0	290	755
08:45 AM	0	18	0	159	0	177	0	14	256	0	0	270	0	0	0	0	0	0	0	0	284	36	0	320	767
Total	0	68	0	626	0	694	0	44	1003	0	0	1047	0	0	0	0	4	4	0	0	1139	116	0	1255	3000
09:00 AM	0	19	0	151	0	170	0	15	259	0	0	274	0	0	0	0	0	0	0	0	239	38	0	277	721
09:15 AM	0	23	0	119	0	142	0	15	299	0	0	314	0	0	0	0	0	0	0	0	259	39	0	298	754
09:30 AM	0	15	0	128	0	143	0	20	331	0	0	351	0	0	0	0	0	0	0	0	246	38	0	284	778
09:45 AM	0	21	0	122	0	143	0	21	316	0	0	337	0	0	0	0	0	0	0	0	267	48	0	315	795
Total	0	78	0	520	0	598	0	71	1205	0	0	1276	0	0	0	0	0	0	0	0	1011	163	0	1174	3048
10:00 AM	0	13	0	82	0	95	0	13	277	0	0	290	0	0	0	0	0	0	0	0	255	43	0	298	683
10:15 AM	0	13	0	102	0	115	0	17	274	0	0	291	0	0	0	0	0	0	0	0	243	56	0	299	705
10:30 AM	0	17	0	143	0	160	0	17	289	0	0	306	0	0	0	0	0	0	0	0	254	42	0	296	762
10:45 AM	0	20	0	115	0	135	0	8	314	0	0	322	0	0	0	0	1	1	0	0	305	42	0	347	805
Total	0	63	0	442	0	505	0	55	1154	0	0	1209	0	0	0	0	1	1	0	0	1057	183	0	1240	2955
11:00 AM	0	14	0	123	0	137	0	16	303	0	0	319	0	0	0	0	0	0	0	0	291	51	0	342	798
11:15 AM	0	32	0	141	0	173	0	14	321	0	0	335	0	0	0	0	3	3	0	0	315	44	0	359	870
11:30 AM	0	16	0	141	0	157	0	16	273	0	0	289	0	0	0	0	0	0	0	0	305	59	0	364	810
11:45 AM	0	25	0	124	0	149	0	22	327	0	0	349	0	0	0	0	0	0	1	0	342	61	0	404	902
Total	0	87	0	529	0	616	0	68	1224	0	0	1292	0	0	0	0	3	3	1	0	1253	215	0	1469	3380
12:00 PM	0	21	0	126	0	147	1	17	330	0	0	348	0	0	0	0	0	0	1	0	336	78	0	415	910
12:15 PM	0	19	0	131	0	150	0	14	325	0	0	339	0	0	0	0	0	0	0	0	352	65	0	417	906
12:30 PM	0	25	0	140	0	165	0	17	388	0	0	405	0	0	0	0	0	0	0	0	374	68	0	442	1012
12:45 PM	0	30	0	177	0	207	0	24	377	0	0	401	0	0	0	0	0	0	2	0	290	68	0	360	968
Total	0	95	0	574	0	669	1	72	1420	0	0	1493	0	0	0	0	0	0	3	0	1352	279	0	1634	3796
01:00 PM	0	13	0	147	0	160	0	14	358	0	0	372	0	0	0	0	0	0	0	0	346	70	0	416	948
01:15 PM	0	24	0	117	0	141	0	20	372	0	1	393	0	0	0	0	0	0	0	0	326	81	0	407	941
01:30 PM	0	31	0	163	0	194	1	21	317	0	0	339	0	0	0	0	0	0	0	0	333	62	0	395	928
01:45 PM	0	29	0	187	0	216	0	21	327	0	0	348	0	0	0	0	0	0	0	0	378	81	0	459	1023
Total	0	97	0	614	0	711	1	76	1374	0	1	1452	0	0	0	0	0	0	0	0	1383	294	0	1677	3840
02:00 PM	0	20	0	129	0	149	1	18	347	0	0	366	0	0	0	0	0	0	0	0	359	69	0	428	943
02:15 PM	0	26	0	178	0	204	0	24	320	0	0	344	0	0	0	0	0	0	0	0	367	85	0	452	1000
02:30 PM	0	30	0	189	0	219	0	16	311	0	0	327	0	0	0	0	0	0	0	0	404	80	0	484	1030
02:45 PM	0	30	1	216	0	247	1	21	365	0	0	387	0	0	0	0	0	0	0	0	375	93	0	468	1102
Total	0	106	1	712	0	819	2	79	1343	0	0	1424	0	0	0	0	0	0	0	0	1505	327	0	1832	4075

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 31 - CSAH 42 & 35E West Ramp, 6-24-15, 12am-12am
Site Code : 31
Start Date : 6/24/2015
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CSAH 42 & 35E West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	32	1	195	0	228	1	20	308	0	0	329	0	0	0	0	0	0	0	0	379	85	0	464	1021
03:15 PM	0	43	0	170	0	213	1	16	307	0	0	324	0	0	0	0	0	0	0	0	445	90	0	535	1072
03:30 PM	0	45	0	217	0	262	2	23	316	0	0	341	0	0	0	0	0	0	0	0	467	82	0	549	1152
03:45 PM	0	55	1	239	0	295	1	35	310	0	0	346	0	0	0	0	0	0	0	0	456	73	0	529	1170
Total	0	175	2	821	0	998	5	94	1241	0	0	1340	0	0	0	0	0	0	0	0	1747	330	0	2077	4415
04:00 PM	0	64	2	226	0	292	0	30	333	0	0	363	0	0	0	0	0	0	0	0	507	90	0	597	1252
04:15 PM	0	49	1	219	0	269	1	26	357	0	0	384	0	0	0	0	0	0	0	0	567	82	0	649	1302
04:30 PM	0	74	1	246	0	321	0	16	319	0	0	335	0	0	0	0	0	0	0	0	460	83	0	543	1199
04:45 PM	0	84	0	236	1	321	1	15	377	0	0	393	0	0	0	0	0	0	1	0	574	71	0	646	1360
Total	0	271	4	927	1	1203	2	87	1386	0	0	1475	0	0	0	0	0	0	1	0	2108	326	0	2435	5113
05:00 PM	0	62	2	233	0	297	0	21	353	0	0	374	0	0	0	0	0	0	0	0	564	82	0	646	1317
05:15 PM	0	101	1	216	0	318	0	18	385	0	0	403	0	0	0	0	0	0	0	0	543	77	0	620	1341
05:30 PM	0	85	0	213	0	298	0	15	369	0	0	384	0	0	0	0	0	0	0	0	548	49	0	597	1279
05:45 PM	0	112	0	218	0	330	3	14	362	0	0	379	0	0	0	0	0	0	0	0	490	64	0	554	1263
Total	0	360	3	880	0	1243	3	68	1469	0	0	1540	0	0	0	0	0	0	0	0	2145	272	0	2417	5200
06:00 PM	0	75	2	243	0	320	0	15	320	0	0	335	0	0	0	0	0	0	0	0	450	66	0	516	1171
06:15 PM	0	53	0	202	0	255	0	17	346	0	0	363	0	0	0	0	0	0	0	0	495	71	0	566	1184
06:30 PM	0	47	0	172	0	219	1	28	346	0	0	375	0	0	0	0	0	0	0	0	368	74	0	442	1036
06:45 PM	0	26	0	174	0	200	2	27	287	0	0	316	0	0	0	0	0	0	0	0	361	80	0	441	957
Total	0	201	2	791	0	994	3	87	1299	0	0	1389	0	0	0	0	0	0	0	0	1674	291	0	1965	4348
07:00 PM	0	28	0	150	1	179	1	16	268	0	0	285	0	0	0	0	0	0	1	0	360	77	0	438	902
07:15 PM	0	31	1	130	0	162	0	25	273	0	0	298	0	0	0	0	0	0	0	0	355	84	0	439	899
07:30 PM	0	20	0	136	0	156	1	16	279	0	0	296	0	0	0	0	0	0	0	0	302	74	0	376	828
07:45 PM	0	20	0	106	0	126	0	14	231	0	0	245	0	0	0	0	0	0	1	0	315	63	0	379	750
Total	0	99	1	522	1	623	2	71	1051	0	0	1124	0	0	0	0	0	0	2	0	1332	298	0	1632	3379
08:00 PM	0	14	0	91	0	105	1	23	233	0	0	257	0	0	0	0	0	0	0	0	267	71	0	338	700
08:15 PM	0	23	0	90	2	115	0	18	242	0	1	261	0	0	0	0	0	0	0	0	303	69	0	372	748
08:30 PM	0	27	0	87	0	114	0	23	219	0	0	242	0	0	0	0	0	0	0	0	280	78	0	358	714
08:45 PM	0	26	0	79	0	105	0	20	229	0	0	249	0	0	0	0	0	0	0	0	312	67	0	379	733
Total	0	90	0	347	2	439	1	84	923	0	1	1009	0	0	0	0	0	0	0	0	1162	285	0	1447	2895
09:00 PM	0	6	0	60	0	66	1	23	201	0	0	225	0	0	0	0	0	0	0	0	282	48	0	330	621
09:15 PM	0	23	0	79	0	102	0	17	180	0	0	197	0	0	0	0	0	0	0	0	243	39	0	282	581
09:30 PM	0	23	0	59	0	82	0	14	166	0	0	180	0	0	0	0	0	0	0	0	215	36	0	251	513
09:45 PM	0	17	0	64	0	81	0	13	119	0	0	132	0	0	0	0	0	0	0	0	177	26	0	203	416
Total	0	69	0	262	0	331	1	67	666	0	0	734	0	0	0	0	0	0	0	0	917	149	0	1066	2131
10:00 PM	0	21	0	54	0	75	0	1	128	0	0	129	0	0	0	0	0	0	0	0	163	30	0	193	397
10:15 PM	0	11	0	53	0	64	0	7	100	0	0	107	0	0	0	0	0	0	0	0	151	25	0	176	347
10:30 PM	0	13	1	54	0	68	0	6	85	0	0	91	0	0	0	0	0	0	0	0	145	20	0	165	324

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

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Site Code : 31
Start Date : 6/24/2015
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CSAH 42 & 35E West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

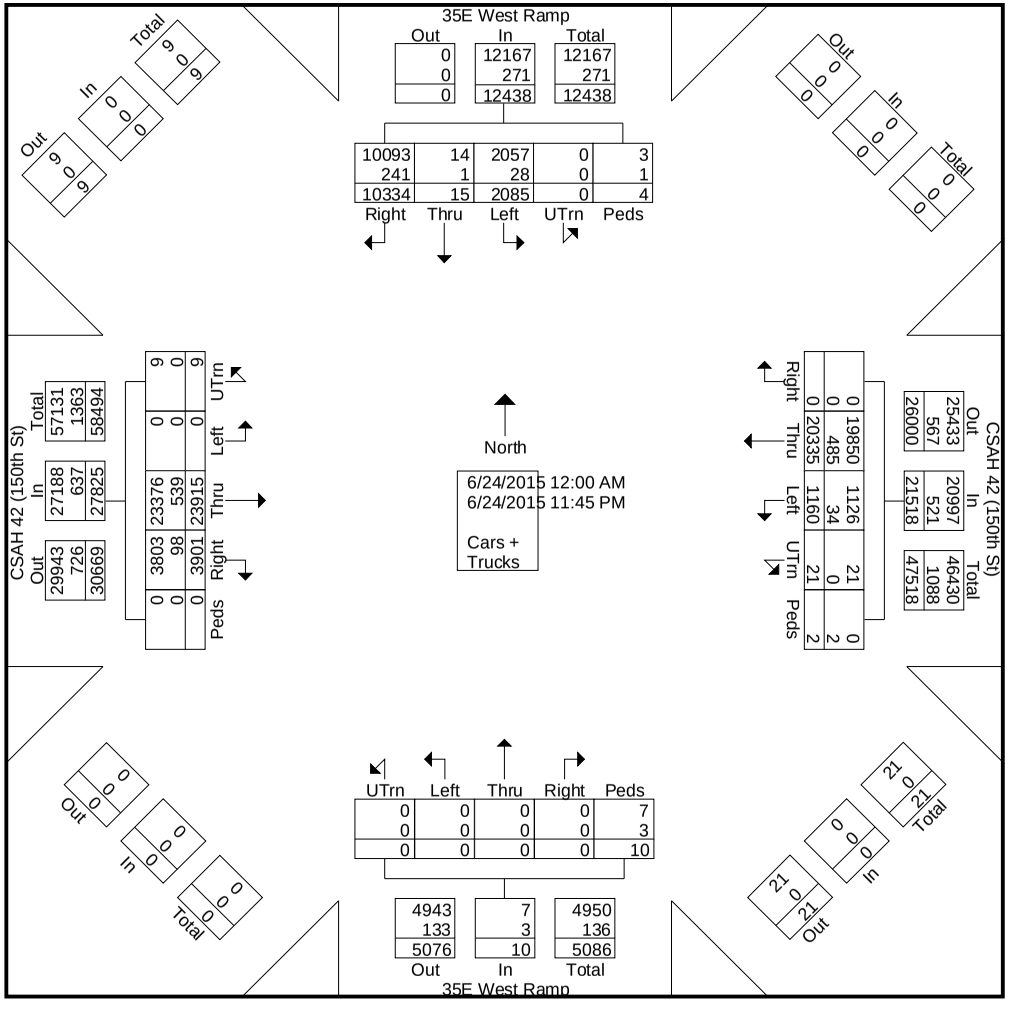
	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	14	0	56	0	70	0	4	70	0	0	74	0	0	0	0	0	0	0	0	117	19	0	136	280
Total	0	59	1	217	0	277	0	18	383	0	0	401	0	0	0	0	0	0	0	0	576	94	0	670	1348
11:00 PM	0	7	0	45	0	52	0	3	63	0	0	66	0	0	0	0	0	0	0	0	97	13	0	110	228
11:15 PM	0	9	1	31	0	41	0	10	52	0	0	62	0	0	0	0	0	0	1	0	72	10	0	83	186
11:30 PM	0	9	0	22	0	31	0	5	37	0	0	42	0	0	0	0	0	0	0	0	98	7	0	105	178
11:45 PM	0	6	0	24	0	30	0	4	29	0	0	33	0	0	0	0	0	0	0	0	51	11	0	62	125
Total	0	31	1	122	0	154	0	22	181	0	0	203	0	0	0	0	0	0	1	0	318	41	0	360	717
Grand Total	0	2085	15	10334					20335												23915				
Cars +	0	2057	14	10093	3	12167	21	1126	19850	0	0	20997	0	0	0	0	7	7	9	0	23376	3803	0	27188	60359
% Cars +	0	98.7	93.3	97.7	75	97.8	100	97.1	97.6	0	0	97.6	0	0	0	0	70	70	100	0	97.7	97.5	0	97.7	97.7
Trucks	0	28	1	241	1	271	0	34	485	0	2	521	0	0	0	0	3	3	0	0	539	98	0	637	1432
% Trucks	0	1.3	6.7	2.3	25	2.2	0	2.9	2.4	0	100	2.4	0	0	0	0	30	30	0	0	2.3	2.5	0	2.3	2.3

Traffic Data Inc

PO Box 16296
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CSAH 42 & 35E West Ramp
Burnsville, MN



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 31 - CSAH 42 & 35E West Ramp, 6-24-15, 12am-12am
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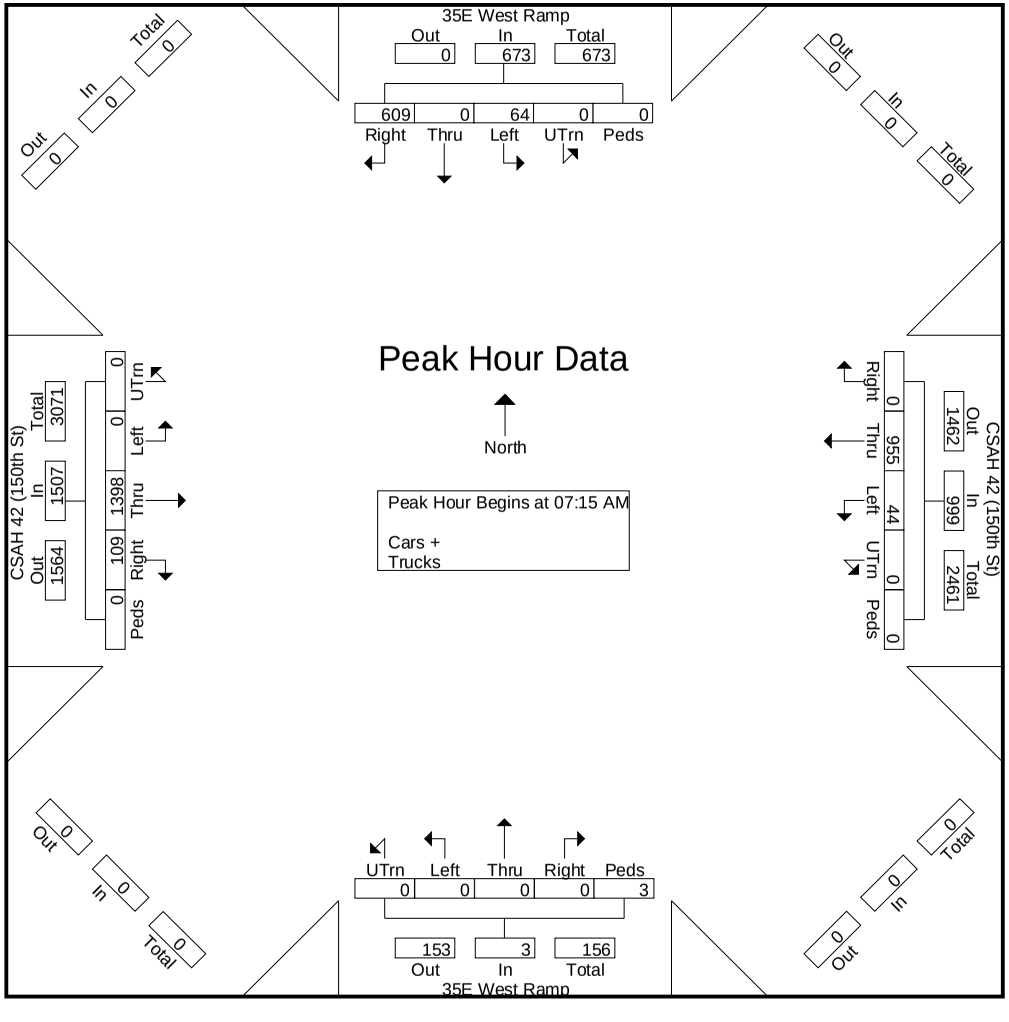
CSAH 42 & 35E West Ramp
Burnsville, MN

	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	14	0	112	0	126	0	16	217	0	0	233	0	0	0	0	0	0	0	0	339	29	0	368	727
07:30 AM	0	11	0	156	0	167	0	10	233	0	0	243	0	0	0	0	1	1	0	0	365	23	0	388	799
07:45 AM	0	17	0	177	0	194	0	10	274	0	0	284	0	0	0	0	0	0	0	0	395	31	0	426	904
08:00 AM	0	22	0	164	0	186	0	8	231	0	0	239	0	0	0	0	2	2	0	0	299	26	0	325	752
Total Volume	0	64	0	609	0	673	0	44	955	0	0	999	0	0	0	0	3	3	0	0	1398	109	0	1507	3182
% App. Total	0	9.5	0	90.5	0		0	4.4	95.6	0	0		0	0	0	0	100		0	0	92.8	7.2	0		
PHF	.000	.727	.000	.860	.000	.867	.000	.688	.871	.000	.000	.879	.000	.000	.000	.000	.375	.375	.000	.000	.885	.879	.000	.884	.880

Traffic Data Inc
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File Name : 31 - CSAH 42 & 35E West Ramp, 6-24-15, 12am-12am
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CSAH 42 & 35E West Ramp
Burnsville, MN



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File Name : 31 - CSAH 42 & 35E West Ramp, 6-24-15, 12am-12am
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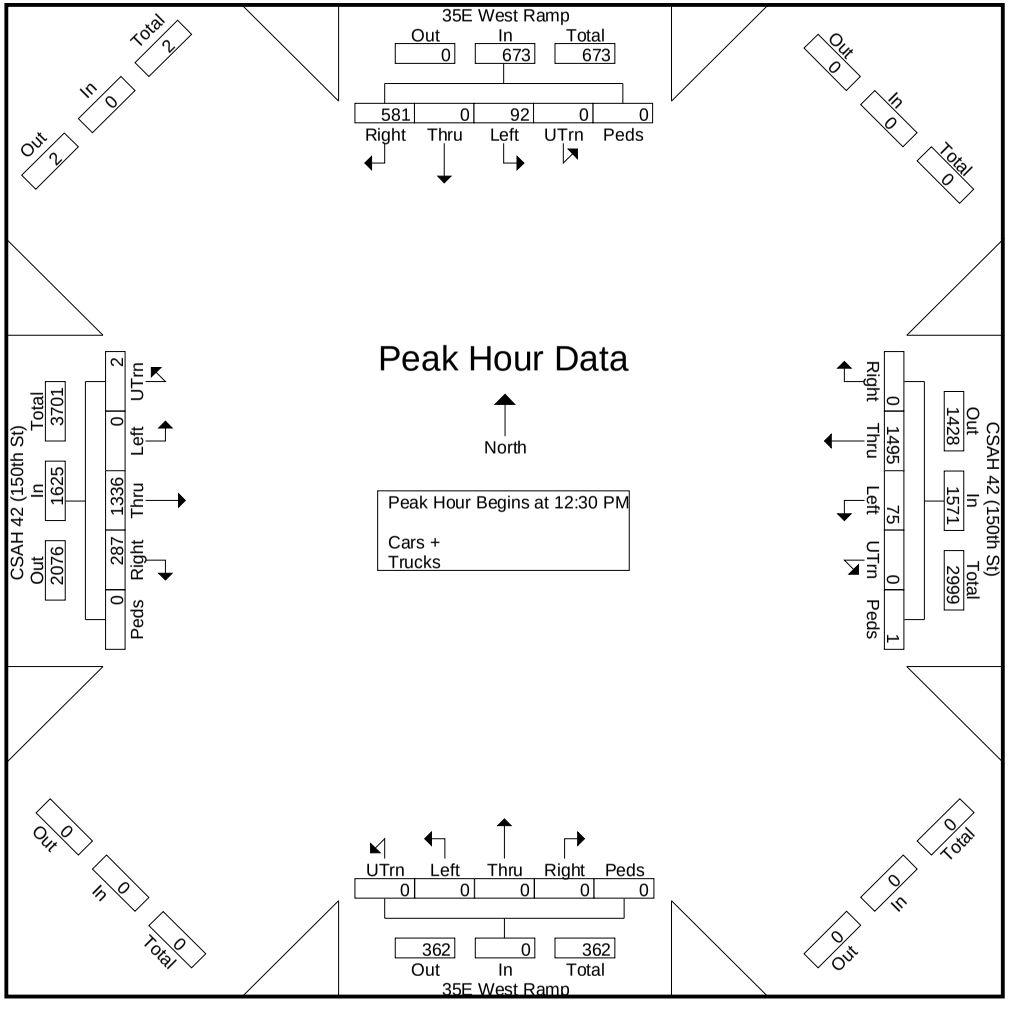
CSAH 42 & 35E West Ramp
Burnsville, MN

	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	25	0	140	0	165	0	17	388	0	0	405	0	0	0	0	0	0	0	0	374	68	0	442	1012
12:45 PM	0	30	0	177	0	207	0	24	377	0	0	401	0	0	0	0	0	0	2	0	290	68	0	360	968
01:00 PM	0	13	0	147	0	160	0	14	358	0	0	372	0	0	0	0	0	0	0	0	346	70	0	416	948
01:15 PM	0	24	0	117	0	141	0	20	372	0	1	393	0	0	0	0	0	0	0	0	326	81	0	407	941
Total Volume	0	92	0	581	0	673	0	75	1495	0	1	1571	0	0	0	0	0	0	2	0	1336	287	0	1625	3869
% App. Total	0	13.7	0	86.3	0		0	4.8	95.2	0	0.1		0	0	0	0	0		0.1	0	82.2	17.7	0		
PHF	.000	.767	.000	.821	.000	.813	.000	.781	.963	.000	.250	.970	.000	.000	.000	.000	.000	.000	.250	.000	.893	.886	.000	.919	.956

Traffic Data Inc
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CSAH 42 & 35E West Ramp
Burnsville, MN



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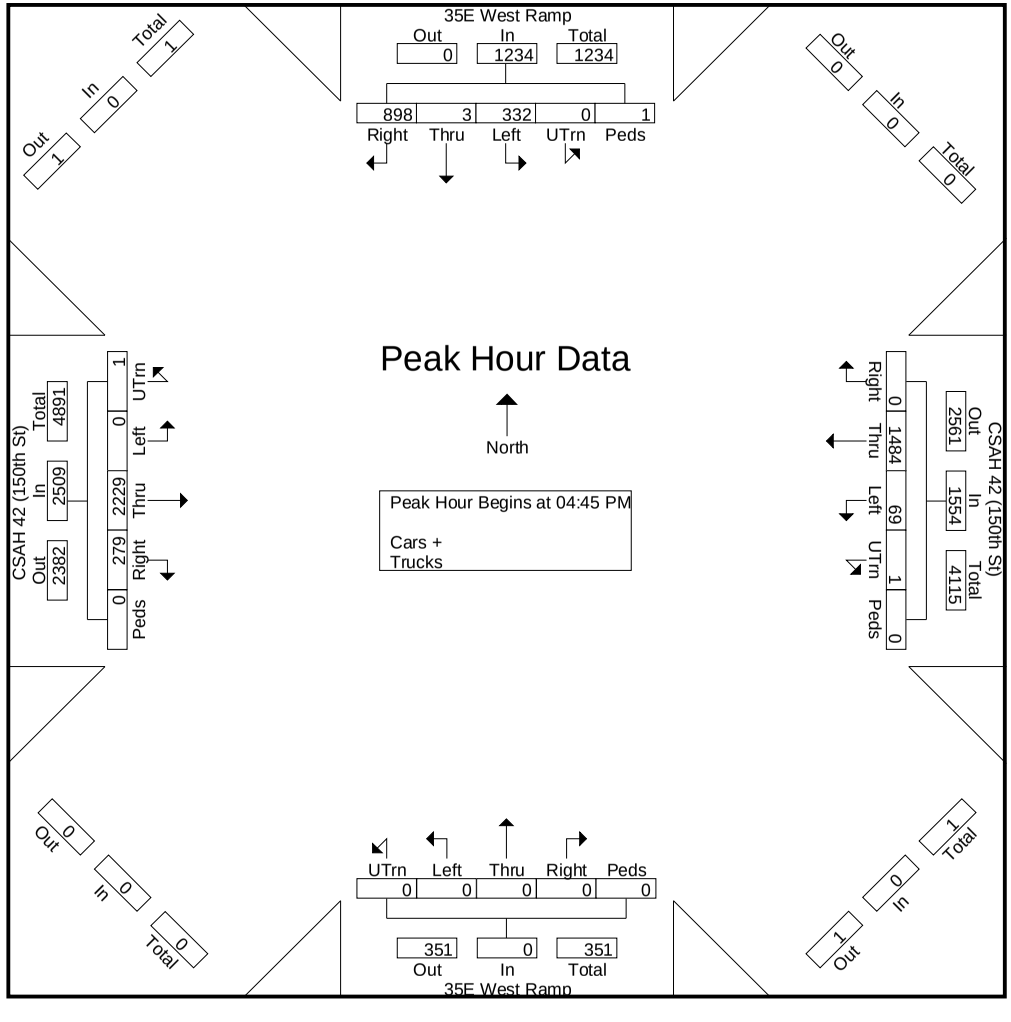
CSAH 42 & 35E West Ramp
Burnsville, MN

	35E West Ramp Southbound						CSAH 42 (150th St) Westbound						35E West Ramp Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	84	0	236	1	321	1	15	377	0	0	393	0	0	0	0	0	0	1	0	574	71	0	646	1360
05:00 PM	0	62	2	233	0	297	0	21	353	0	0	374	0	0	0	0	0	0	0	0	564	82	0	646	1317
05:15 PM	0	101	1	216	0	318	0	18	385	0	0	403	0	0	0	0	0	0	0	0	543	77	0	620	1341
05:30 PM	0	85	0	213	0	298	0	15	369	0	0	384	0	0	0	0	0	0	0	0	548	49	0	597	1279
Total Volume	0	332	3	898	1	1234	1	69	1484	0	0	1554	0	0	0	0	0	0	1	0	2229	279	0	2509	5297
% App. Total	0	26.9	0.2	72.8	0.1		0.1	4.4	95.5	0	0		0	0	0	0	0		0	0	88.8	11.1	0		
PHF	.000	.822	.375	.951	.250	.961	.250	.821	.964	.000	.000	.964	.000	.000	.000	.000	.000	.000	.250	.000	.971	.851	.000	.971	.974

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CSAH 42 & 35E West Ramp
Burnsville, MN



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CSAH 42 & 35W East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	0	34	24	0	58	0	0	0	0	0	0	0	18	61	0	0	79	137
12:15 AM	0	0	0	0	0	0	0	0	22	20	0	42	0	0	0	0	0	0	0	7	55	0	0	62	104
12:30 AM	0	0	0	0	0	0	0	0	25	16	0	41	0	0	0	0	0	0	0	9	57	0	0	66	107
12:45 AM	0	0	0	0	0	0	0	0	20	17	0	37	0	0	0	0	0	0	0	11	55	0	0	66	103
Total	0	0	0	0	0	0	0	0	101	77	0	178	0	0	0	0	0	0	0	45	228	0	0	273	451
01:00 AM	0	0	0	0	0	0	0	0	18	13	0	31	0	0	0	0	0	0	0	10	37	0	0	47	78
01:15 AM	0	0	0	0	0	0	0	0	18	13	0	31	0	0	0	0	0	0	0	4	42	0	0	46	77
01:30 AM	0	0	0	0	0	0	0	0	12	12	0	24	0	0	0	0	0	0	2	9	40	0	0	51	75
01:45 AM	0	0	0	0	0	0	0	0	10	14	0	24	0	0	0	0	0	0	0	6	32	0	0	38	62
Total	0	0	0	0	0	0	0	0	58	52	0	110	0	0	0	0	0	0	2	29	151	0	0	182	292
02:00 AM	0	0	0	0	0	0	0	0	10	12	0	22	0	0	0	0	0	0	1	8	29	0	0	38	60
02:15 AM	0	0	0	0	0	0	0	0	12	6	1	19	0	0	0	0	0	0	0	13	41	0	1	55	74
02:30 AM	0	0	0	0	0	0	0	0	14	3	0	17	0	0	0	0	0	0	0	5	35	0	0	40	57
02:45 AM	0	0	0	0	0	0	0	0	13	7	0	20	0	0	0	0	0	0	0	8	17	0	0	25	45
Total	0	0	0	0	0	0	0	0	49	28	1	78	0	0	0	0	0	0	1	34	122	0	1	158	236
03:00 AM	0	0	0	0	0	0	0	0	12	10	0	22	0	0	0	0	0	0	0	3	22	0	0	25	47
03:15 AM	0	0	0	0	0	0	0	0	6	12	0	18	0	0	0	0	0	0	0	5	17	0	0	22	40
03:30 AM	0	0	0	0	0	0	0	0	10	14	0	24	0	0	0	0	0	0	0	11	18	0	0	29	53
03:45 AM	0	0	0	0	0	0	0	0	16	24	0	40	0	0	0	0	0	0	0	11	15	0	0	26	66
Total	0	0	0	0	0	0	0	0	44	60	0	104	0	0	0	0	0	0	0	30	72	0	0	102	206
04:00 AM	0	0	0	0	0	0	0	0	22	19	0	41	0	0	0	0	0	0	0	11	15	0	0	26	67
04:15 AM	0	0	0	0	0	0	0	0	22	34	0	56	0	0	0	0	0	0	0	16	31	0	0	47	103
04:30 AM	0	0	0	0	0	0	0	0	28	43	0	71	0	0	0	0	0	0	0	16	37	0	0	53	124
04:45 AM	0	0	0	0	0	0	0	0	30	43	0	73	0	0	0	0	0	0	1	29	35	0	0	65	138
Total	0	0	0	0	0	0	0	0	102	139	0	241	0	0	0	0	0	0	1	72	118	0	0	191	432
05:00 AM	0	0	0	0	0	0	0	0	33	68	0	101	0	0	0	0	0	0	0	29	54	0	0	83	184
05:15 AM	0	0	0	0	1	1	0	0	57	129	0	186	0	0	0	0	0	0	0	37	65	0	0	102	289
05:30 AM	0	0	0	0	0	0	0	0	60	148	0	208	0	0	0	0	0	0	0	62	112	0	0	174	382
05:45 AM	0	0	0	0	0	0	0	0	95	190	0	285	0	0	0	0	0	0	0	59	120	0	0	179	464
Total	0	0	0	0	1	1	0	0	245	535	0	780	0	0	0	0	0	0	0	187	351	0	0	538	1319
06:00 AM	0	0	0	0	0	0	0	0	116	212	0	328	0	0	0	0	0	0	1	101	166	0	0	268	596
06:15 AM	0	0	0	0	0	0	0	0	150	162	0	312	0	0	0	0	0	0	0	80	259	0	0	339	651
06:30 AM	0	0	0	0	0	0	0	0	198	116	0	314	0	0	0	0	0	0	0	59	362	0	0	421	735
06:45 AM	0	0	0	0	0	0	0	0	243	103	0	346	0	0	0	0	0	0	0	69	406	0	0	475	821
Total	0	0	0	0	0	0	0	0	707	593	0	1300	0	0	0	0	0	0	1	309	1193	0	0	1503	2803
07:00 AM	0	0	0	0	0	0	0	0	238	102	0	340	0	0	0	0	0	0	0	75	397	0	0	472	812
07:15 AM	0	0	0	0	0	0	0	0	252	92	0	344	0	0	0	0	0	0	1	81	420	0	0	502	846
07:30 AM	0	0	0	0	0	0	0	0	294	67	0	361	0	0	0	0	0	0	0	59	413	0	0	472	833

Traffic Data Inc

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St. Louis Park, MN 55416

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CSAH 42 & 35W East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	1	1	0	0	305	72	0	377	0	0	0	0	0	0	0	55	407	0	0	462	840
Total	0	0	0	0	1	1	0	0	1089	333	0	1422	0	0	0	0	0	0	1	270	1637	0	0	1908	3331
08:00 AM	0	0	0	0	0	0	0	0	283	84	0	367	0	0	0	0	0	0	0	60	411	0	0	471	838
08:15 AM	0	0	0	0	0	0	0	0	336	119	0	455	0	0	0	0	0	0	1	61	325	0	0	387	842
08:30 AM	0	0	0	0	0	0	0	0	252	93	0	345	0	0	0	0	0	0	3	38	352	0	0	393	738
08:45 AM	0	0	0	0	0	0	0	0	340	110	0	450	0	0	0	0	0	0	0	43	331	0	0	374	824
Total	0	0	0	0	0	0	0	0	1211	406	0	1617	0	0	0	0	0	0	4	202	1419	0	0	1625	3242
09:00 AM	0	0	0	0	1	1	0	0	285	74	0	359	0	0	0	0	0	0	2	41	277	0	0	320	680
09:15 AM	0	0	0	0	0	0	0	0	301	113	0	414	0	0	0	0	0	0	3	51	335	0	0	389	803
09:30 AM	0	0	0	0	1	1	0	0	272	129	0	401	0	0	0	0	0	0	2	80	273	0	0	355	757
09:45 AM	0	0	0	0	0	0	0	0	299	125	0	424	0	0	0	0	0	0	0	74	338	0	0	412	836
Total	0	0	0	0	2	2	0	0	1157	441	0	1598	0	0	0	0	0	0	7	246	1223	0	0	1476	3076
10:00 AM	0	0	0	0	0	0	0	0	276	136	0	412	0	0	0	0	0	0	0	89	282	0	0	371	783
10:15 AM	0	0	0	0	0	0	0	0	247	165	0	412	0	0	0	0	0	0	0	103	333	0	0	436	848
10:30 AM	0	0	0	0	0	0	0	0	277	158	0	435	0	0	0	0	0	0	1	132	365	0	0	498	933
10:45 AM	0	0	0	0	0	0	0	0	299	158	0	457	0	0	0	0	0	0	0	122	335	0	0	457	914
Total	0	0	0	0	0	0	0	0	1099	617	0	1716	0	0	0	0	0	0	1	446	1315	0	0	1762	3478
11:00 AM	0	0	0	0	0	0	0	0	283	141	0	424	0	0	0	0	0	0	0	114	338	0	0	452	876
11:15 AM	0	0	0	0	0	0	0	0	351	167	0	518	0	0	0	0	0	0	0	107	358	0	0	465	983
11:30 AM	0	0	0	0	0	0	0	0	318	163	0	481	0	0	0	0	0	0	0	124	418	0	0	542	1023
11:45 AM	0	0	0	0	0	0	0	0	352	166	0	518	0	0	0	0	0	0	1	123	410	0	0	534	1052
Total	0	0	0	0	0	0	0	0	1304	637	0	1941	0	0	0	0	0	0	1	468	1524	0	0	1993	3934
12:00 PM	0	0	0	0	1	1	0	0	334	181	0	515	0	0	0	0	0	0	2	127	407	0	0	536	1052
12:15 PM	0	0	0	0	0	0	0	0	385	177	0	562	0	0	0	0	0	0	0	134	435	0	0	569	1131
12:30 PM	0	0	0	0	0	0	0	0	370	180	0	550	0	0	0	0	0	0	0	119	479	0	0	598	1148
12:45 PM	0	0	0	0	2	2	0	0	394	151	0	545	0	0	0	0	0	0	0	135	440	0	0	575	1122
Total	0	0	0	0	3	3	0	0	1483	689	0	2172	0	0	0	0	0	0	2	515	1761	0	0	2278	4453
01:00 PM	0	0	0	0	0	0	0	0	350	183	0	533	0	0	0	0	0	0	0	139	458	0	0	597	1130
01:15 PM	0	0	0	0	0	0	0	0	351	186	0	537	0	0	0	0	0	0	0	125	419	0	0	544	1081
01:30 PM	0	0	0	0	0	0	0	0	335	184	0	519	0	0	0	0	0	0	0	143	467	0	0	610	1129
01:45 PM	0	0	0	0	2	2	0	0	385	161	0	546	0	0	0	0	0	0	0	135	417	0	0	552	1100
Total	0	0	0	0	2	2	0	0	1421	714	0	2135	0	0	0	0	0	0	0	542	1761	0	0	2303	4440
02:00 PM	0	0	0	0	0	0	0	0	363	168	0	531	0	0	0	0	0	0	0	121	414	0	0	535	1066
02:15 PM	0	0	0	0	3	3	0	0	358	175	0	533	0	0	0	0	0	0	0	135	473	0	0	608	1144
02:30 PM	0	0	0	0	2	2	0	0	350	176	0	526	0	0	0	0	0	0	2	117	469	0	0	588	1116
02:45 PM	0	0	0	0	1	1	0	0	360	162	0	522	0	0	0	0	0	0	0	130	482	0	0	612	1135
Total	0	0	0	0	6	6	0	0	1431	681	0	2112	0	0	0	0	0	0	2	503	1838	0	0	2343	4461

Traffic Data Inc

PO Box 16296
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CSAH 42 & 35W East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	348	194	0	542	0	0	0	0	0	0	0	145	486	0	0	631	1173
03:15 PM	0	0	0	0	1	1	0	0	392	168	0	560	0	0	0	0	0	0	0	112	514	0	0	626	1187
03:30 PM	0	0	0	0	0	0	0	0	384	172	0	556	0	0	0	0	0	0	0	135	543	0	0	678	1234
03:45 PM	0	0	0	0	0	0	0	0	422	183	0	605	0	0	0	0	0	0	0	134	491	0	0	625	1230
Total	0	0	0	0	1	1	0	0	1546	717	0	2263	0	0	0	0	0	0	0	526	2034	0	0	2560	4824
04:00 PM	0	0	0	0	0	0	0	0	427	185	0	612	0	0	0	0	0	0	0	142	528	0	0	670	1282
04:15 PM	0	0	0	0	0	0	0	0	431	172	0	603	0	0	0	0	0	0	1	118	537	0	0	656	1259
04:30 PM	0	0	0	0	0	0	0	0	453	198	0	651	0	0	0	0	0	0	0	135	533	0	0	668	1319
04:45 PM	0	0	0	0	0	0	0	0	460	179	0	639	0	0	0	0	0	0	0	131	558	0	0	689	1328
Total	0	0	0	0	0	0	0	0	1771	734	0	2505	0	0	0	0	0	0	1	526	2156	0	0	2683	5188
05:00 PM	0	0	0	0	0	0	0	0	441	201	0	642	0	0	0	0	0	0	1	121	562	0	0	684	1326
05:15 PM	0	0	0	0	2	2	0	0	472	187	0	659	0	0	0	0	0	0	2	152	555	0	0	709	1370
05:30 PM	0	0	0	0	0	0	0	0	483	166	0	649	0	0	0	0	0	0	0	124	536	0	0	660	1309
05:45 PM	0	0	0	0	1	1	0	0	419	165	0	584	0	0	0	0	0	0	0	118	515	0	0	633	1218
Total	0	0	0	0	3	3	0	0	1815	719	0	2534	0	0	0	0	0	0	3	515	2168	0	0	2686	5223
06:00 PM	0	0	0	0	1	1	0	0	408	176	0	584	0	0	0	0	0	0	0	140	434	0	0	574	1159
06:15 PM	0	0	0	0	0	0	0	0	380	144	0	524	0	0	0	0	0	0	1	111	423	0	0	535	1059
06:30 PM	0	0	0	0	0	0	0	0	330	136	0	466	0	0	0	0	0	0	0	103	453	0	0	556	1022
06:45 PM	0	0	0	0	1	1	0	0	310	148	0	458	0	0	0	0	0	0	0	126	369	0	0	495	954
Total	0	0	0	0	2	2	0	0	1428	604	0	2032	0	0	0	0	0	0	1	480	1679	0	0	2160	4194
07:00 PM	0	0	0	0	0	0	0	0	317	115	0	432	0	0	0	0	0	0	0	85	327	0	0	412	844
07:15 PM	0	0	0	0	0	0	0	0	319	103	0	422	0	0	0	0	0	0	0	77	367	0	0	444	866
07:30 PM	0	0	0	0	0	0	0	0	255	121	0	376	0	0	0	0	0	0	0	85	312	0	0	397	773
07:45 PM	0	0	0	0	0	0	0	0	237	104	0	341	0	0	0	0	0	0	0	66	304	0	0	370	711
Total	0	0	0	0	0	0	0	0	1128	443	0	1571	0	0	0	0	0	0	0	313	1310	0	0	1623	3194
08:00 PM	0	0	0	0	0	0	0	0	253	105	0	358	0	0	0	0	0	0	0	65	303	0	0	368	726
08:15 PM	0	0	0	0	0	0	0	0	235	107	0	342	0	0	0	0	0	0	0	62	283	0	0	345	687
08:30 PM	0	0	0	0	3	3	0	0	201	102	0	303	0	0	0	0	0	0	0	81	236	0	0	317	623
08:45 PM	0	0	0	0	0	0	0	0	207	106	0	313	0	0	0	0	0	0	0	72	270	0	0	342	655
Total	0	0	0	0	3	3	0	0	896	420	0	1316	0	0	0	0	0	0	0	280	1092	0	0	1372	2691
09:00 PM	0	0	0	0	2	2	0	0	181	108	0	289	0	0	0	0	0	0	0	84	279	0	0	363	654
09:15 PM	0	0	0	0	0	0	0	0	190	125	1	316	0	0	0	0	0	0	0	80	240	0	0	320	636
09:30 PM	0	0	0	0	0	0	0	0	152	76	0	228	0	0	0	0	0	0	0	50	237	0	0	287	515
09:45 PM	0	0	0	0	0	0	0	0	137	91	0	228	0	0	0	0	0	0	0	44	197	0	0	241	469
Total	0	0	0	0	2	2	0	0	660	400	1	1061	0	0	0	0	0	0	0	258	953	0	0	1211	2274
10:00 PM	0	0	0	0	0	0	0	0	124	74	0	198	0	0	0	0	0	0	0	51	191	0	0	242	440
10:15 PM	0	0	0	0	0	0	0	0	106	67	0	173	0	0	0	0	0	0	0	40	169	0	0	209	382
10:30 PM	0	0	0	0	0	0	0	0	90	56	0	146	0	0	0	0	0	0	0	41	174	0	0	215	361

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 30 - CSAH 42 & 35W East Ramp, 6-25-15, 12am-12am
Site Code : 30
Start Date : 6/25/2015
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CSAH 42 & 35W East Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

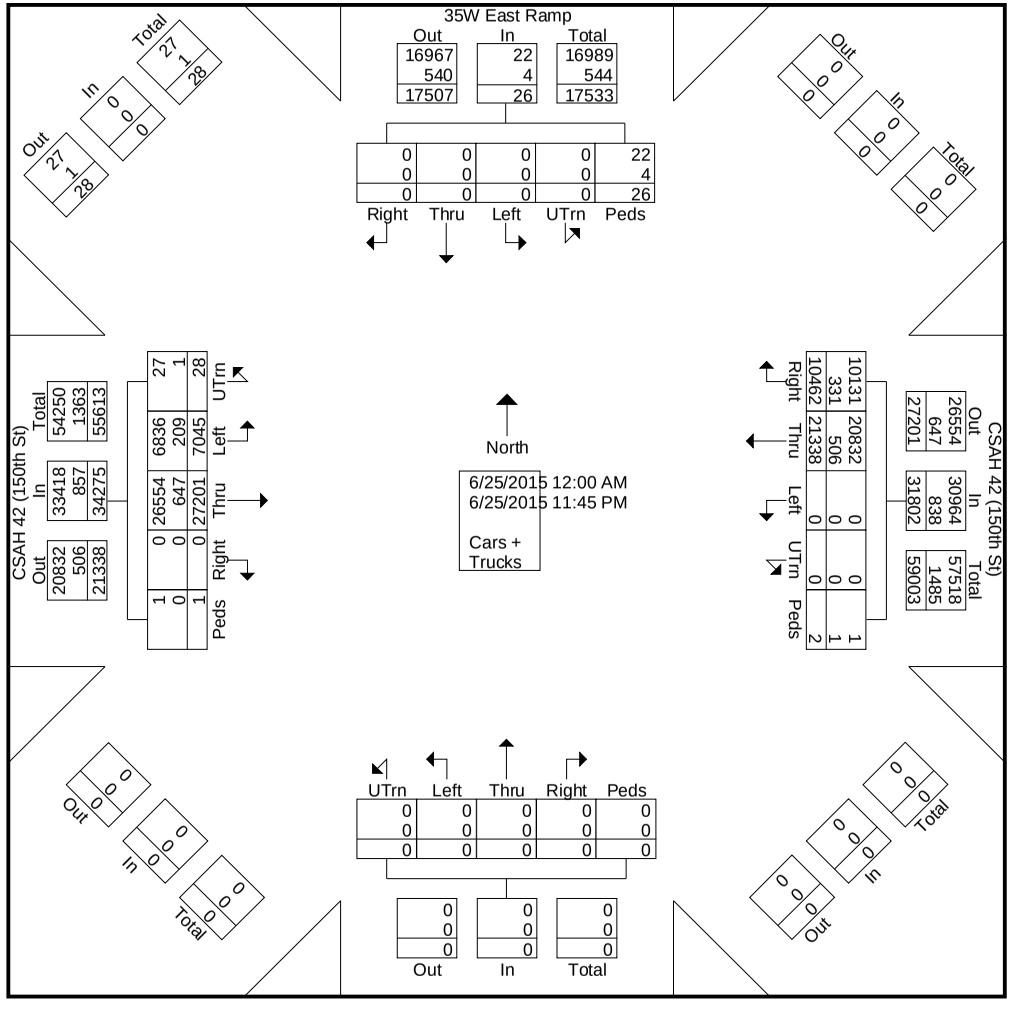
	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	0	0	0	0	0	0	0	70	59	0	129	0	0	0	0	0	0	0	38	141	0	0	179	308
Total	0	0	0	0	0	0	0	0	390	256	0	646	0	0	0	0	0	0	0	170	675	0	0	845	1491
11:00 PM	0	0	0	0	0	0	0	0	62	54	0	116	0	0	0	0	0	0	0	25	117	0	0	142	258
11:15 PM	0	0	0	0	0	0	0	0	63	47	0	110	0	0	0	0	0	0	0	19	112	0	0	131	241
11:30 PM	0	0	0	0	0	0	0	0	37	33	0	70	0	0	0	0	0	0	0	20	121	0	0	141	211
11:45 PM	0	0	0	0	0	0	0	0	41	33	0	74	0	0	0	0	0	0	0	15	71	0	0	86	160
Total	0	0	0	0	0	0	0	0	203	167	0	370	0	0	0	0	0	0	0	79	421	0	0	500	870
Grand Total	0	0	0	0	26	26	0	0	21338	10462											27201				
Cars +	0	0	0	0	22	22	0	0	20832	10131	1	30964	0	0	0	0	0	0	27	6836	26554	0	1	33418	64404
% Cars +	0	0	0	0	84.6	84.6	0	0	97.6	96.8	50	97.4	0	0	0	0	0	0	96.4	97	97.6	0	100	97.5	97.4
Trucks	0	0	0	0	4	4	0	0	506	331	1	838	0	0	0	0	0	0	1	209	647	0	0	857	1699
% Trucks	0	0	0	0	15.4	15.4	0	0	2.4	3.2	50	2.6	0	0	0	0	0	0	3.6	3	2.4	0	0	2.5	2.6

Traffic Data Inc

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CSAH 42 & 35W East Ramp
Burnsville, MN



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 30 - CSAH 42 & 35W East Ramp, 6-25-15, 12am-12am
Site Code : 30
Start Date : 6/25/2015
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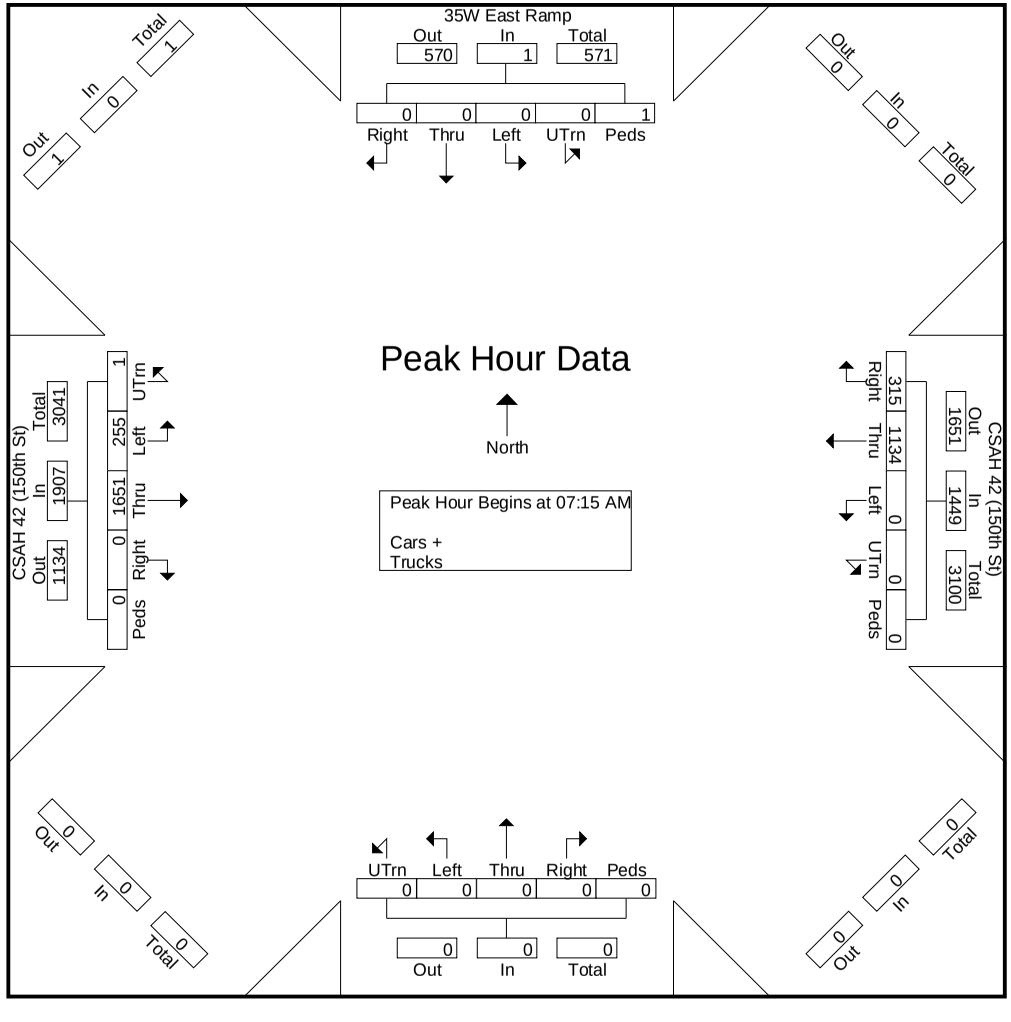
CSAH 42 & 35W East Ramp
Burnsville, MN

	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	0	0	0	0	0	0	252	92	0	344	0	0	0	0	0	0	1	81	420	0	0	502	846
07:30 AM	0	0	0	0	0	0	0	0	294	67	0	361	0	0	0	0	0	0	0	59	413	0	0	472	833
07:45 AM	0	0	0	0	1	1	0	0	305	72	0	377	0	0	0	0	0	0	0	55	407	0	0	462	840
08:00 AM	0	0	0	0	0	0	0	0	283	84	0	367	0	0	0	0	0	0	0	60	411	0	0	471	838
Total Volume	0	0	0	0	1	1	0	0	1134	315	0	1449	0	0	0	0	0	0	1	255	1651	0	0	1907	3357
% App. Total	0	0	0	0	100		0	0	78.3	21.7	0		0	0	0	0	0		0.1	13.4	86.6	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.930	.856	.000	.961	.000	.000	.000	.000	.000	.000	.250	.787	.983	.000	.000	.950	.992

Traffic Data Inc
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CSAH 42 & 35W East Ramp
Burnsville, MN



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File Name : 30 - CSAH 42 & 35W East Ramp, 6-25-15, 12am-12am
Site Code : 30
Start Date : 6/25/2015
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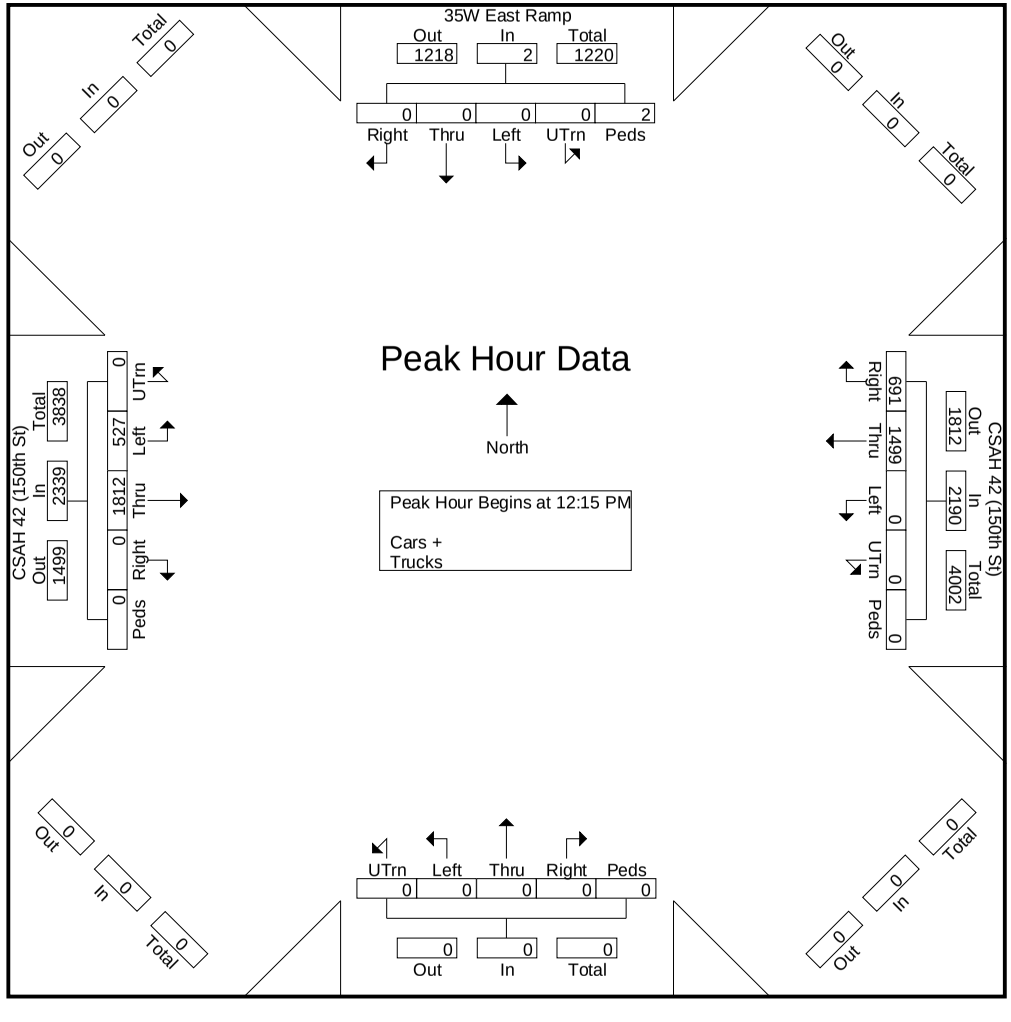
CSAH 42 & 35W East Ramp
Burnsville, MN

	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	0	0	0	0	0	0	0	0	385	177	0	562	0	0	0	0	0	0	0	134	435	0	0	569	1131
12:30 PM	0	0	0	0	0	0	0	0	370	180	0	550	0	0	0	0	0	0	0	119	479	0	0	598	1148
12:45 PM	0	0	0	0	2	2	0	0	394	151	0	545	0	0	0	0	0	0	0	135	440	0	0	575	1122
01:00 PM	0	0	0	0	0	0	0	0	350	183	0	533	0	0	0	0	0	0	0	139	458	0	0	597	1130
Total Volume	0	0	0	0	2	2	0	0	1499	691	0	2190	0	0	0	0	0	0	0	527	1812	0	0	2339	4531
% App. Total	0	0	0	0	100		0	0	68.4	31.6	0		0	0	0	0	0		0	22.5	77.5	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.951	.944	.000	.974	.000	.000	.000	.000	.000	.000	.000	.948	.946	.000	.000	.978	.987

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CSAH 42 & 35W East Ramp
Burnsville, MN



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File Name : 30 - CSAH 42 & 35W East Ramp, 6-25-15, 12am-12am
Site Code : 30
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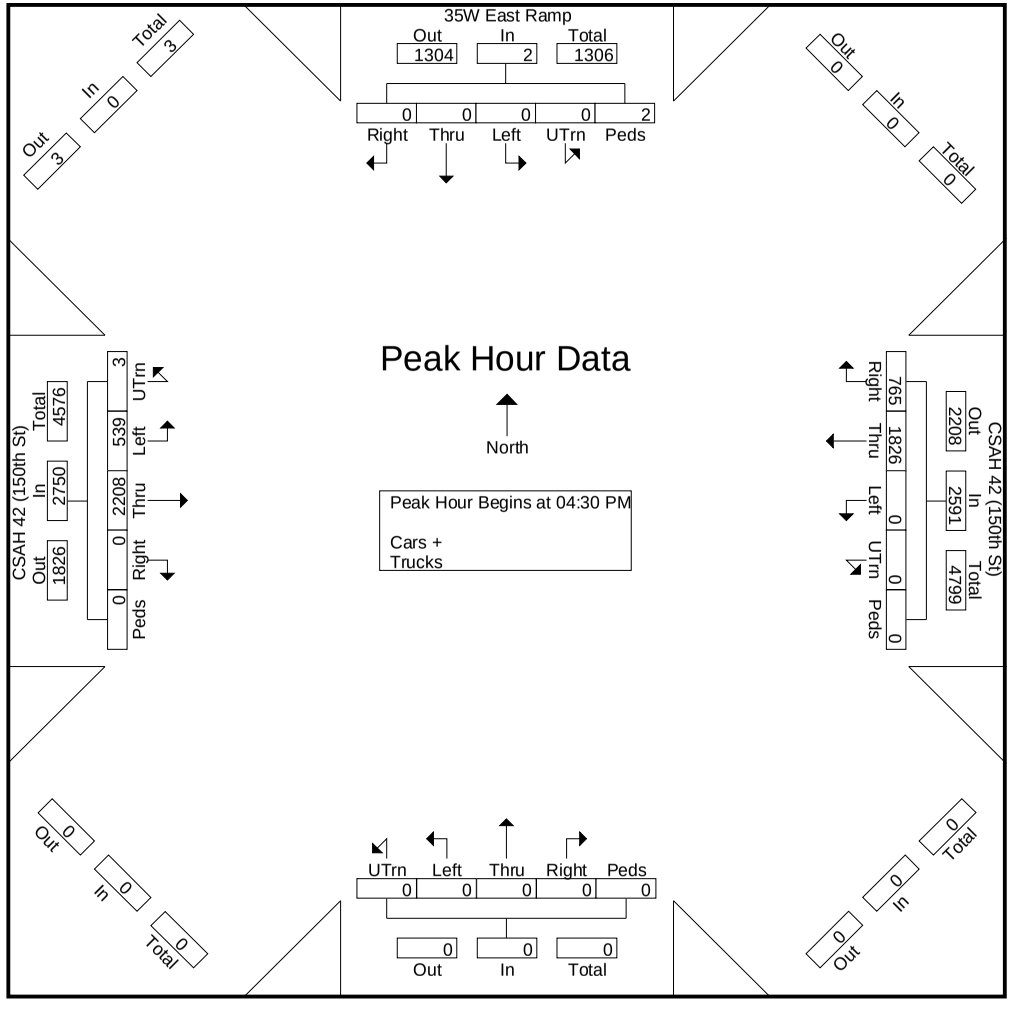
CSAH 42 & 35W East Ramp
Burnsville, MN

	35W East Ramp Southbound						CSAH 42 (150th St) Westbound						Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	0	0	0	0	453	198	0	651	0	0	0	0	0	0	0	135	533	0	0	668	1319
04:45 PM	0	0	0	0	0	0	0	0	460	179	0	639	0	0	0	0	0	0	0	131	558	0	0	689	1328
05:00 PM	0	0	0	0	0	0	0	0	441	201	0	642	0	0	0	0	0	0	1	121	562	0	0	684	1326
05:15 PM	0	0	0	0	2	2	0	0	472	187	0	659	0	0	0	0	0	0	2	152	555	0	0	709	1370
Total Volume	0	0	0	0	2	2	0	0	1826	765	0	2591	0	0	0	0	0	0	3	539	2208	0	0	2750	5343
% App. Total	0	0	0	0	100		0	0	70.5	29.5	0		0	0	0	0	0		0.1	19.6	80.3	0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.967	.951	.000	.983	.000	.000	.000	.000	.000	.000	.375	.887	.982	.000	.000	.970	.975

Traffic Data Inc
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CSAH 42 & 35W East Ramp
Burnsville, MN



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File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
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CSAH 42 & 35W West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	28	10	10	0	48	0	3	30	0	0	33	0	0	0	9	0	9	0	0	42	3	0	45	135
12:15 AM	0	21	4	13	0	38	0	2	18	0	0	20	0	4	0	16	0	20	0	0	35	0	0	35	113
12:30 AM	0	20	9	22	0	51	0	5	21	0	0	26	0	1	0	10	0	11	0	0	38	1	0	39	127
12:45 AM	0	15	9	11	0	35	0	4	16	0	0	20	0	2	0	6	0	8	0	0	47	2	0	49	112
Total	0	84	32	56	0	172	0	14	85	0	0	99	0	7	0	41	0	48	0	0	162	6	0	168	487
01:00 AM	0	15	6	9	0	30	0	1	12	0	0	13	0	0	0	10	1	11	0	0	22	0	0	22	76
01:15 AM	0	13	3	8	0	24	1	1	20	0	0	22	0	2	0	3	0	5	0	0	28	0	0	28	79
01:30 AM	0	9	7	7	0	23	0	1	13	0	0	14	0	0	0	2	0	2	0	0	40	1	0	41	80
01:45 AM	0	10	4	10	0	24	0	0	7	0	0	7	0	0	0	2	0	2	0	0	29	0	0	29	62
Total	0	47	20	34	0	101	1	3	52	0	0	56	0	2	0	17	1	20	0	0	119	1	0	120	297
02:00 AM	0	10	1	3	0	14	0	3	12	0	0	15	0	0	0	2	0	2	0	0	27	0	0	27	58
02:15 AM	0	11	1	8	0	20	1	3	8	0	0	12	0	0	0	2	0	2	0	0	39	0	0	39	73
02:30 AM	0	14	5	2	0	21	0	2	13	0	0	15	0	1	0	2	0	3	0	0	25	0	0	25	64
02:45 AM	0	5	4	6	0	15	0	0	14	0	0	14	0	0	0	4	0	4	0	0	16	1	0	17	50
Total	0	40	11	19	0	70	1	8	47	0	0	56	0	1	0	10	0	11	0	0	107	1	0	108	245
03:00 AM	0	7	0	3	0	10	0	0	13	0	0	13	0	0	0	0	0	0	0	0	19	1	0	20	43
03:15 AM	0	4	2	2	0	8	0	0	6	0	0	6	0	0	0	1	0	1	0	0	17	0	0	17	32
03:30 AM	0	3	4	2	0	9	0	0	9	0	0	9	0	0	0	3	0	3	0	0	23	0	0	23	44
03:45 AM	0	4	2	5	0	11	0	2	14	0	0	16	0	0	0	2	0	2	0	0	18	0	0	18	47
Total	0	18	8	12	0	38	0	2	42	0	0	44	0	0	0	6	0	6	0	0	77	1	0	78	166
04:00 AM	0	2	1	10	0	13	0	0	20	0	0	20	0	0	0	5	0	5	0	0	19	0	0	19	57
04:15 AM	0	6	1	19	0	26	0	1	24	0	0	25	0	0	0	8	0	8	0	0	57	0	0	57	116
04:30 AM	0	10	0	9	0	19	0	0	27	0	0	27	0	0	0	9	0	9	0	0	34	0	0	34	89
04:45 AM	0	14	0	11	0	25	0	3	31	0	0	34	0	0	0	9	0	9	0	0	44	0	0	44	112
Total	0	32	2	49	0	83	0	4	102	0	0	106	0	0	0	31	0	31	0	0	154	0	0	154	374
05:00 AM	0	18	3	19	0	40	0	3	26	0	0	29	0	0	0	17	0	17	0	0	53	0	0	53	139
05:15 AM	0	20	2	15	1	38	0	0	56	0	0	56	0	0	0	16	0	16	0	0	68	0	1	69	179
05:30 AM	0	25	6	25	0	56	0	6	59	0	0	65	0	3	0	34	0	37	0	0	109	1	0	110	268
05:45 AM	0	39	14	25	0	78	0	4	84	0	0	88	0	2	0	36	0	38	0	0	111	0	0	111	315
Total	0	102	25	84	1	212	0	13	225	0	0	238	0	5	0	103	0	108	0	0	341	1	1	343	901
06:00 AM	0	28	3	36	0	67	0	3	126	0	0	129	0	0	0	46	0	46	0	0	167	0	0	167	409
06:15 AM	0	58	8	47	0	113	0	6	144	0	0	150	0	5	0	60	0	65	0	0	203	0	0	203	531
06:30 AM	0	67	21	57	0	145	1	16	175	0	0	192	0	7	0	81	0	88	0	0	219	1	0	220	645
06:45 AM	0	91	23	75	1	190	0	16	216	0	0	232	0	12	0	90	0	102	0	0	214	1	0	215	739
Total	0	244	55	215	1	515	1	41	661	0	0	703	0	24	0	277	0	301	0	0	803	2	0	805	2324
07:00 AM	0	74	18	45	0	137	0	14	213	0	0	227	0	6	0	79	0	85	0	0	230	1	0	231	680
07:15 AM	0	73	17	72	0	162	1	10	222	0	0	233	0	10	0	87	0	97	0	0	270	0	0	270	762
07:30 AM	0	83	25	67	0	175	2	26	276	0	0	304	0	12	0	73	0	85	0	0	243	1	0	244	808

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 2

CSAH 42 & 35W West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	103	31	92	1	227	0	18	281	0	0	299	0	12	0	79	0	91	0	0	271	0	1	272	889
Total	0	333	91	276	1	701	3	68	992	0	0	1063	0	40	0	318	0	358	0	0	1014	2	1	1017	3139
08:00 AM	0	84	19	50	0	153	0	19	273	0	0	292	0	6	0	74	0	80	0	0	258	3	0	261	786
08:15 AM	0	94	18	87	0	199	0	14	318	0	0	332	0	7	0	46	0	53	0	0	201	6	0	207	791
08:30 AM	0	80	30	58	0	168	0	25	272	0	0	297	0	8	0	52	0	60	0	0	234	4	0	238	763
08:45 AM	0	106	36	84	0	226	0	35	274	0	0	309	0	12	0	38	0	50	0	0	187	2	0	189	774
Total	0	364	103	279	0	746	0	93	1137	0	0	1230	0	33	0	210	0	243	0	0	880	15	0	895	3114
09:00 AM	0	79	27	45	1	152	0	25	305	0	0	330	0	7	0	44	0	51	0	0	223	9	1	233	766
09:15 AM	0	88	29	75	0	192	0	21	254	0	0	275	0	18	0	44	0	62	0	0	231	1	0	232	761
09:30 AM	0	72	34	59	1	166	0	39	258	0	0	297	0	18	0	47	0	65	0	0	220	0	0	220	748
09:45 AM	0	83	35	80	0	198	0	40	265	0	0	305	0	22	0	42	0	64	0	0	238	2	0	240	807
Total	0	322	125	259	2	708	0	125	1082	0	0	1207	0	65	0	177	0	242	0	0	912	12	1	925	3082
10:00 AM	0	86	32	93	0	211	0	26	228	0	0	254	0	19	0	56	0	75	0	0	207	5	0	212	752
10:15 AM	0	82	26	83	0	191	0	29	238	0	0	267	0	11	0	59	0	70	0	0	243	11	0	254	782
10:30 AM	0	120	34	83	0	237	0	22	242	0	0	264	0	20	0	62	0	82	0	0	265	2	0	267	850
10:45 AM	0	81	32	92	0	205	0	28	272	0	0	300	0	17	0	52	0	69	0	0	287	10	0	297	871
Total	0	369	124	351	0	844	0	105	980	0	0	1085	0	67	0	229	0	296	0	0	1002	28	0	1030	3255
11:00 AM	0	92	34	114	0	240	0	29	249	0	0	278	0	23	0	51	1	75	0	0	254	5	0	259	852
11:15 AM	0	98	29	108	0	235	0	30	303	0	0	333	0	15	0	57	0	72	0	0	301	9	0	310	950
11:30 AM	0	105	34	109	0	248	0	33	286	0	0	319	0	18	0	59	0	77	0	0	328	6	0	334	978
11:45 AM	0	109	47	133	1	290	0	29	307	0	0	336	0	22	0	66	0	88	0	0	297	15	0	312	1026
Total	0	404	144	464	1	1013	0	121	1145	0	0	1266	0	78	0	233	1	312	0	0	1180	35	0	1215	3806
12:00 PM	0	122	55	118	1	296	0	26	333	0	0	359	0	27	0	67	0	94	0	0	373	6	0	379	1128
12:15 PM	0	141	51	141	0	333	0	33	334	0	0	367	1	32	0	60	0	93	0	0	327	7	0	334	1127
12:30 PM	0	157	49	141	0	347	0	31	354	0	0	385	0	8	0	55	1	64	0	0	349	10	0	359	1155
12:45 PM	0	127	49	155	2	333	0	59	358	0	0	417	0	21	0	56	0	77	0	0	410	5	0	415	1242
Total	0	547	204	555	3	1309	0	149	1379	0	0	1528	1	88	0	238	1	328	0	0	1459	28	0	1487	4652
01:00 PM	0	136	35	146	0	317	0	39	290	0	0	329	0	17	0	59	2	78	0	0	369	14	0	383	1107
01:15 PM	0	133	46	136	0	315	0	35	342	0	0	377	0	12	0	52	0	64	0	0	339	13	0	352	1108
01:30 PM	0	114	41	129	0	284	0	43	325	0	0	368	0	26	0	69	0	95	0	0	417	13	0	430	1177
01:45 PM	0	127	48	161	3	339	0	34	333	0	0	367	0	28	0	63	1	92	0	0	364	9	0	373	1171
Total	0	510	170	572	3	1255	0	151	1290	0	0	1441	0	83	0	243	3	329	0	0	1489	49	0	1538	4563
02:00 PM	0	136	56	154	0	346	0	40	330	0	0	370	0	18	0	58	0	76	0	0	310	8	0	318	1110
02:15 PM	0	106	40	128	4	278	0	33	375	0	0	408	0	14	0	69	0	83	0	0	417	10	0	427	1196
02:30 PM	0	184	51	168	2	405	0	29	339	0	0	368	0	13	0	59	1	73	0	0	383	10	0	393	1239
02:45 PM	0	189	51	124	1	365	0	44	296	0	0	340	0	19	0	66	1	86	0	0	385	14	0	399	1190
Total	0	615	198	574	7	1394	0	146	1340	0	0	1486	0	64	0	252	2	318	0	0	1495	42	0	1537	4735

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 3

CSAH 42 & 35W West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	136	51	122	0	309	1	29	336	0	0	366	0	17	0	55	1	73	0	0	423	12	0	435	1183
03:15 PM	0	165	54	162	1	382	0	37	331	0	0	368	0	24	0	60	0	84	0	0	366	9	0	375	1209
03:30 PM	0	158	48	165	0	371	1	44	353	0	0	398	0	14	0	74	0	88	0	0	373	14	0	387	1244
03:45 PM	0	130	55	134	1	320	0	44	398	0	0	442	0	21	0	53	0	74	0	0	400	12	0	412	1248
Total	0	589	208	583	2	1382	2	154	1418	0	0	1574	0	76	0	242	1	319	0	0	1562	47	0	1609	4884
04:00 PM	0	171	70	154	0	395	0	36	365	0	0	401	0	22	0	78	0	100	0	0	385	7	0	392	1288
04:15 PM	0	212	69	176	0	457	2	42	404	0	0	448	0	14	0	75	1	90	0	0	405	10	0	415	1410
04:30 PM	0	173	47	128	0	348	0	38	434	0	0	472	0	25	0	77	0	102	0	0	417	13	0	430	1352
04:45 PM	0	122	80	138	0	340	0	54	441	0	0	495	0	21	0	75	0	96	0	0	407	19	0	426	1357
Total	0	678	266	596	0	1540	2	170	1644	0	0	1816	0	82	0	305	1	388	0	0	1614	49	0	1663	5407
05:00 PM	0	166	81	159	0	406	0	40	419	0	0	459	0	12	0	84	0	96	0	0	396	21	0	417	1378
05:15 PM	0	179	84	136	3	402	0	49	478	0	0	527	0	25	0	70	0	95	0	0	478	11	0	489	1513
05:30 PM	0	181	93	158	0	432	0	49	410	0	0	459	0	18	0	62	1	81	0	0	396	12	0	408	1380
05:45 PM	0	104	87	143	1	335	0	35	424	0	0	459	0	21	0	59	0	80	0	0	371	23	0	394	1268
Total	0	630	345	596	4	1575	0	173	1731	0	0	1904	0	76	0	275	1	352	0	0	1641	67	0	1708	5539
06:00 PM	0	122	48	117	1	288	0	36	392	0	0	428	0	35	0	60	0	95	0	0	369	21	0	390	1201
06:15 PM	0	112	88	145	0	345	1	35	358	0	0	394	0	22	0	55	0	77	0	0	306	21	0	327	1143
06:30 PM	0	98	68	147	0	313	0	26	297	0	0	323	0	22	0	49	1	72	0	0	296	11	0	307	1015
06:45 PM	0	96	51	100	1	248	0	33	305	0	0	338	0	11	0	55	0	66	0	0	330	22	0	352	1004
Total	0	428	255	509	2	1194	1	130	1352	0	0	1483	0	90	0	219	1	310	0	0	1301	75	0	1376	4363
07:00 PM	0	98	53	111	0	262	0	34	263	0	0	297	0	11	0	57	0	68	0	0	315	15	0	330	957
07:15 PM	0	104	46	84	0	234	0	34	335	0	0	369	0	18	0	48	0	66	0	0	304	21	0	325	994
07:30 PM	0	101	32	82	0	215	0	10	276	0	0	286	0	14	0	40	0	54	0	0	322	20	0	342	897
07:45 PM	0	121	61	92	0	274	0	18	207	0	0	225	0	16	0	60	1	77	0	0	291	16	0	307	883
Total	0	424	192	369	0	985	0	96	1081	0	0	1177	0	59	0	205	1	265	0	0	1232	72	0	1304	3731
08:00 PM	0	77	27	71	0	175	0	33	259	0	0	292	0	21	0	42	0	63	0	0	296	17	0	313	843
08:15 PM	0	92	51	82	0	225	0	14	199	0	0	213	0	19	0	64	0	83	0	0	265	10	0	275	796
08:30 PM	0	67	28	79	5	179	0	16	205	0	0	221	0	8	0	50	0	58	0	0	236	13	0	249	707
08:45 PM	0	100	33	69	0	202	0	17	191	0	0	208	0	7	0	52	3	62	0	0	266	10	0	276	748
Total	0	336	139	301	5	781	0	80	854	0	0	934	0	55	0	208	3	266	0	0	1063	50	0	1113	3094
09:00 PM	0	88	26	62	3	179	0	14	167	0	0	181	0	10	0	71	1	82	0	0	239	9	0	248	690
09:15 PM	0	44	25	51	0	120	0	23	180	0	0	203	0	12	0	62	1	75	0	0	226	12	0	238	636
09:30 PM	0	56	23	67	0	146	0	18	145	0	0	163	0	11	0	46	0	57	0	0	179	11	0	190	556
09:45 PM	0	49	12	37	0	98	0	10	127	0	0	137	0	6	0	31	0	37	0	0	185	11	0	196	468
Total	0	237	86	217	3	543	0	65	619	0	0	684	0	39	0	210	2	251	0	0	829	43	0	872	2350
10:00 PM	0	55	11	24	0	90	0	17	113	0	0	130	0	10	0	23	0	33	0	0	176	7	0	183	436
10:15 PM	0	50	12	34	0	96	1	16	98	0	1	116	0	3	0	39	2	44	0	0	146	5	0	151	407
10:30 PM	0	52	15	37	0	104	0	13	84	0	0	97	0	2	0	26	0	28	0	0	158	5	0	163	392

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 4

CSAH 42 & 35W West Ramp
Burnsville, MN

Groups Printed- Cars + - Trucks

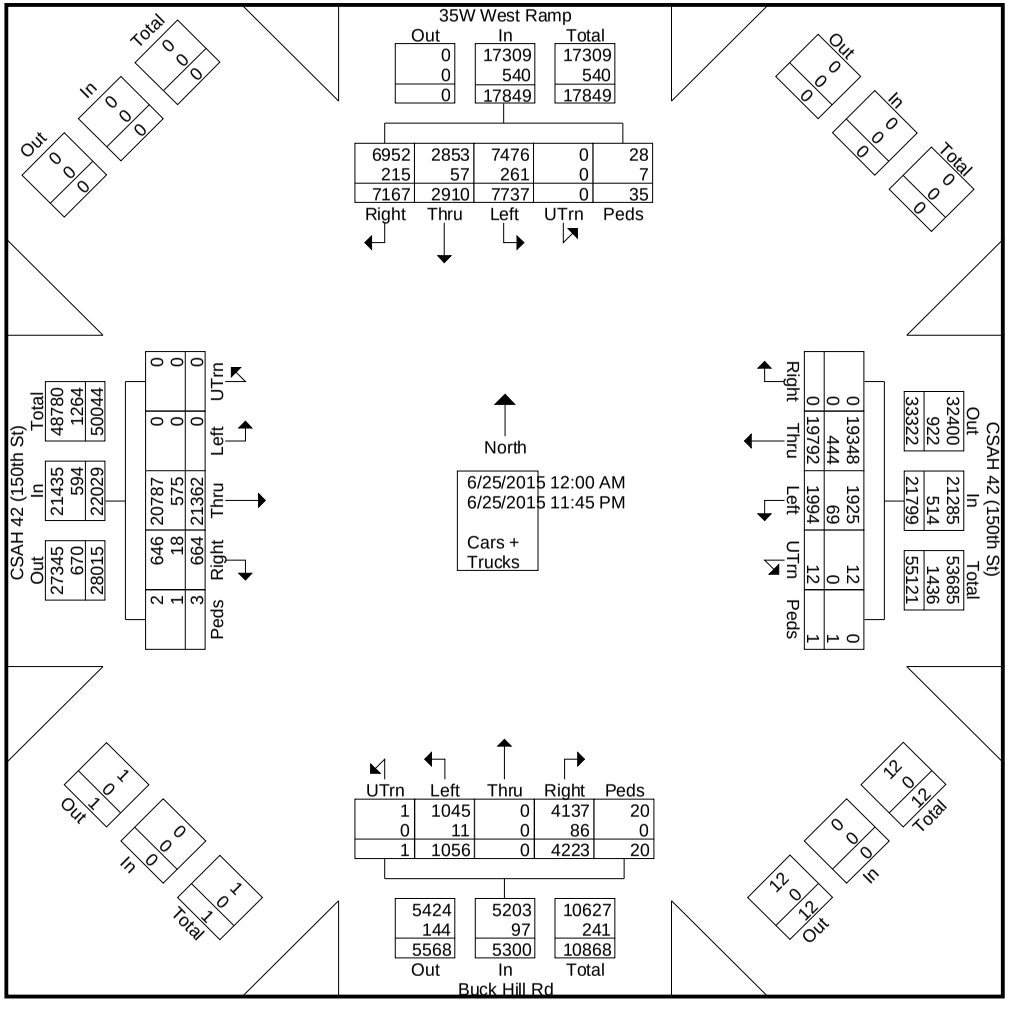
	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	67	18	28	0	113	0	9	62	0	0	71	0	0	0	19	0	19	0	0	116	5	0	121	324
Total	0	224	56	123	0	403	1	55	357	0	1	414	0	15	0	107	2	124	0	0	596	22	0	618	1559
11:00 PM	0	42	14	17	0	73	0	10	51	0	0	61	0	2	0	23	0	25	0	0	99	9	0	108	267
11:15 PM	0	51	14	20	0	85	0	7	54	0	0	61	0	2	0	14	0	16	0	0	91	2	0	93	255
11:30 PM	0	39	12	17	0	68	0	4	39	0	0	43	0	1	0	13	0	14	0	0	95	4	0	99	224
11:45 PM	0	28	11	20	0	59	0	7	33	0	0	40	0	2	0	17	0	19	0	0	45	1	0	46	164
Total	0	160	51	74	0	285	0	28	177	0	0	205	0	7	0	67	0	74	0	0	330	16	0	346	910
Grand Total	0	7737	2910	7167	35	17849	12	1994	19792												21362				
Cars +	0	7476	2853	6952	28	17309	12	1925	19348	0	0	21285	1	1045	0	4137	20	5203	0	0	20787	646	2	21435	65232
% Cars +	0	96.6	98	97	80	97	100	96.5	97.8	0	0	97.6	100	99	0	98	100	98.2	0	0	97.3	97.3	66.7	97.3	97.4
Trucks	0	261	57	215	7	540	0	69	444	0	1	514	0	11	0	86	0	97	0	0	575	18	1	594	1745
% Trucks	0	3.4	2	3	20	3	0	3.5	2.2	0	100	2.4	0	1	0	2	0	1.8	0	0	2.7	2.7	33.3	2.7	2.6

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 5

CSAH 42 & 35W West Ramp
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 6

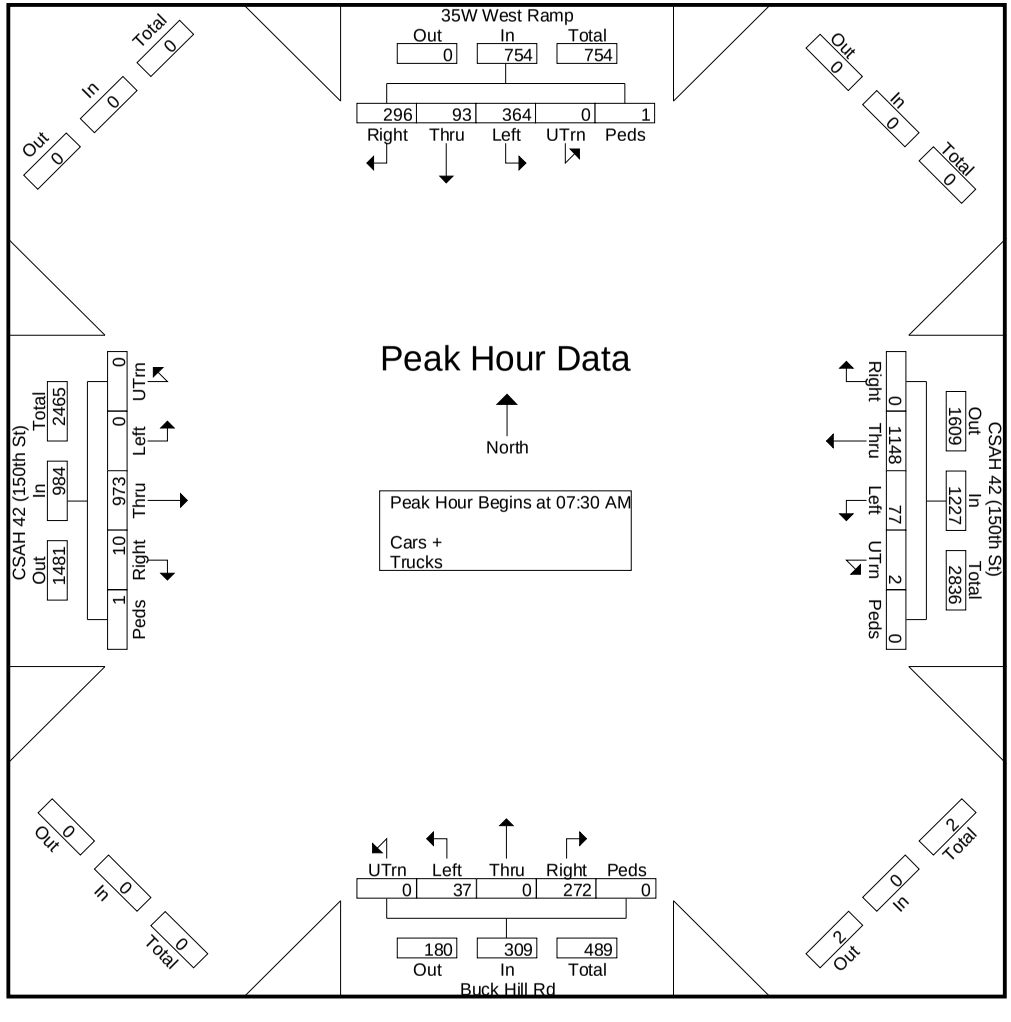
CSAH 42 & 35W West Ramp
Burnsville, MN

	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	83	25	67	0	175	2	26	276	0	0	304	0	12	0	73	0	85	0	0	243	1	0	244	808
07:45 AM	0	103	31	92	1	227	0	18	281	0	0	299	0	12	0	79	0	91	0	0	271	0	1	272	889
08:00 AM	0	84	19	50	0	153	0	19	273	0	0	292	0	6	0	74	0	80	0	0	258	3	0	261	786
08:15 AM	0	94	18	87	0	199	0	14	318	0	0	332	0	7	0	46	0	53	0	0	201	6	0	207	791
Total Volume	0	364	93	296	1	754	2	77	1148	0	0	1227	0	37	0	272	0	309	0	0	973	10	1	984	3274
% App. Total	0	48.3	12.3	39.3	0.1		0.2	6.3	93.6	0	0		0	12	0	88	0		0	0	98.9	1	0.1		
PHF	.000	.883	.750	.804	.250	.830	.250	.740	.903	.000	.000	.924	.000	.771	.000	.861	.000	.849	.000	.000	.898	.417	.250	.904	.921

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
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CSAH 42 & 35W West Ramp
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 8

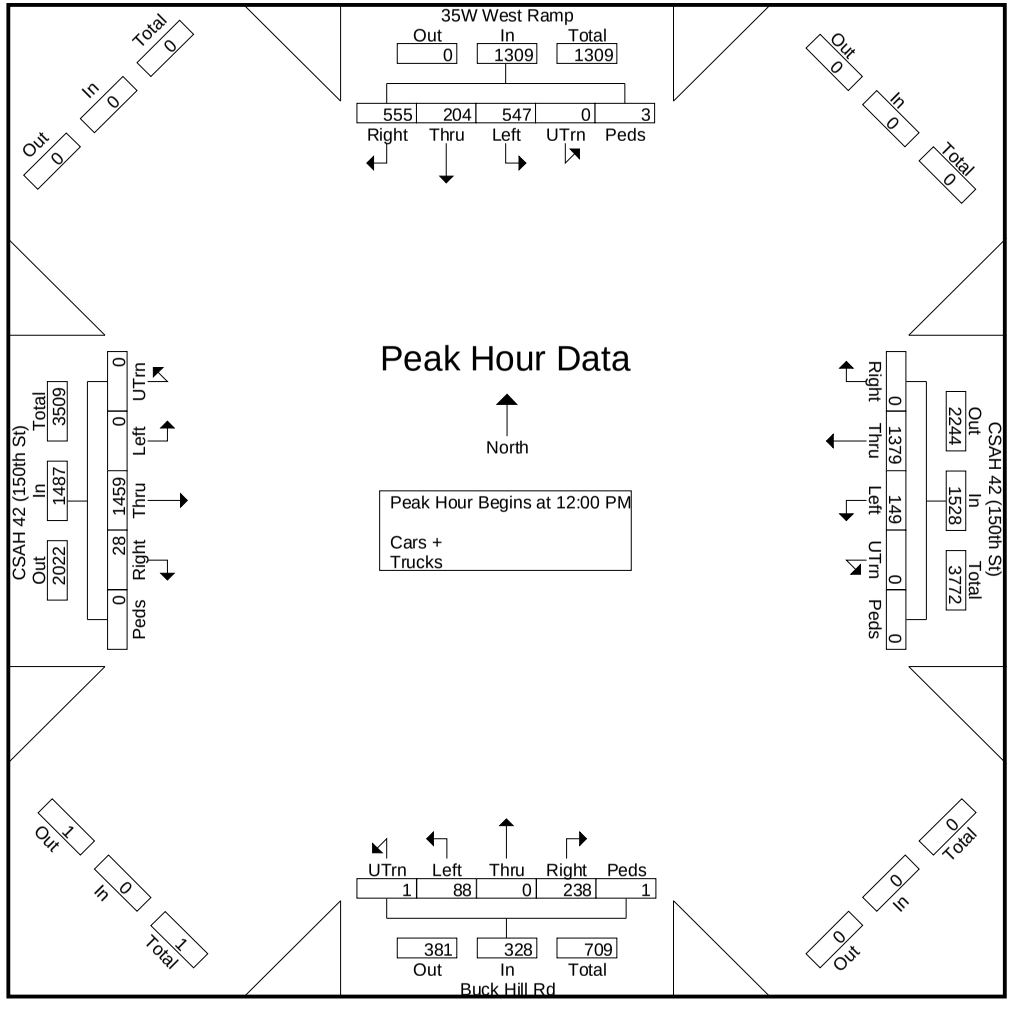
CSAH 42 & 35W West Ramp
Burnsville, MN

	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	122	55	118	1	296	0	26	333	0	0	359	0	27	0	67	0	94	0	0	373	6	0	379	1128
12:15 PM	0	141	51	141	0	333	0	33	334	0	0	367	1	32	0	60	0	93	0	0	327	7	0	334	1127
12:30 PM	0	157	49	141	0	347	0	31	354	0	0	385	0	8	0	55	1	64	0	0	349	10	0	359	1155
12:45 PM	0	127	49	155	2	333	0	59	358	0	0	417	0	21	0	56	0	77	0	0	410	5	0	415	1242
Total Volume	0	547	204	555	3	1309	0	149	1379	0	0	1528	1	88	0	238	1	328	0	0	1459	28	0	1487	4652
% App. Total	0	41.8	15.6	42.4	0.2		0	9.8	90.2	0	0		0.3	26.8	0	72.6	0.3		0	0	98.1	1.9	0		
PHF	.000	.871	.927	.895	.375	.943	.000	.631	.963	.000	.000	.916	.250	.688	.000	.888	.250	.872	.000	.000	.890	.700	.000	.896	.936

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 9

CSAH 42 & 35W West Ramp
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 10

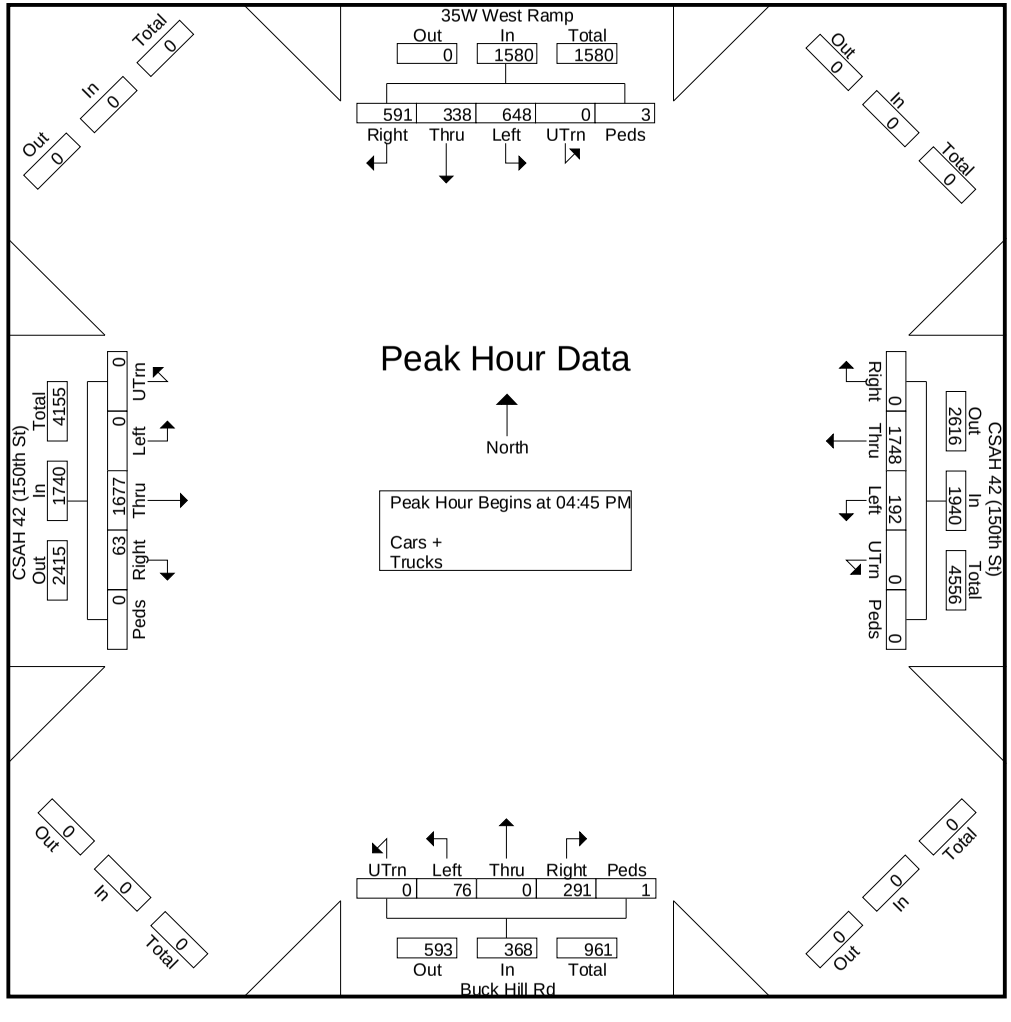
CSAH 42 & 35W West Ramp
Burnsville, MN

	35W West Ramp Southbound						CSAH 42 (150th St) Westbound						Buck Hill Rd Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	122	80	138	0	340	0	54	441	0	0	495	0	21	0	75	0	96	0	0	407	19	0	426	1357
05:00 PM	0	166	81	159	0	406	0	40	419	0	0	459	0	12	0	84	0	96	0	0	396	21	0	417	1378
05:15 PM	0	179	84	136	3	402	0	49	478	0	0	527	0	25	0	70	0	95	0	0	478	11	0	489	1513
05:30 PM	0	181	93	158	0	432	0	49	410	0	0	459	0	18	0	62	1	81	0	0	396	12	0	408	1380
Total Volume	0	648	338	591	3	1580	0	192	1748	0	0	1940	0	76	0	291	1	368	0	0	1677	63	0	1740	5628
% App. Total	0	41	21.4	37.4	0.2		0	9.9	90.1	0	0		0	20.7	0	79.1	0.3		0	0	96.4	3.6	0		
PHF	.000	.895	.909	.929	.250	.914	.000	.889	.914	.000	.000	.920	.000	.760	.000	.866	.250	.958	.000	.000	.877	.750	.000	.890	.930

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 29 - CSAH 42 & 35W West Ramp, 6-25-15, 12am-12am
Site Code : 29
Start Date : 6/25/2015
Page No : 11

CSAH 42 & 35W West Ramp
Burnsville, MN



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015
Page No : 1

CSAH 42 & Irving Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Irving Ave Southbound						CSAH 42 (150th St) Westbound						Irving Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	9	2	4	0	15	0	3	115	11	0	129	0	1	2	2	0	5	0	7	158	0	0	165	314
06:15 AM	0	15	1	11	0	27	0	4	161	13	0	178	0	0	4	2	0	6	0	9	189	0	0	198	409
06:30 AM	0	8	4	7	0	19	0	7	189	10	0	206	0	1	4	2	0	7	1	7	226	1	0	235	467
06:45 AM	0	11	0	9	0	20	0	2	245	18	0	265	0	0	4	6	0	10	0	5	244	0	0	249	544
Total	0	43	7	31	0	81	0	16	710	52	0	778	0	2	14	12	0	28	1	28	817	1	0	847	1734
07:00 AM	0	6	1	5	0	12	0	6	207	12	0	225	0	0	4	5	1	10	0	5	239	1	1	246	493
07:15 AM	0	10	4	10	0	24	0	5	233	15	1	254	0	2	6	5	2	15	1	8	304	2	0	315	608
07:30 AM	0	10	3	16	0	29	0	9	282	18	0	309	0	4	6	6	0	16	0	13	265	0	0	278	632
07:45 AM	0	15	4	14	0	33	0	6	284	19	0	309	0	2	4	2	1	9	0	8	297	2	0	307	658
Total	0	41	12	45	0	98	0	26	1006	64	1	1097	0	8	20	18	4	50	1	34	1105	5	1	1146	2391
08:00 AM	0	15	2	6	0	23	2	5	261	10	0	278	0	0	1	5	0	6	1	8	257	3	0	269	576
08:15 AM	0	13	2	8	0	23	0	14	300	11	0	325	0	2	6	3	0	11	0	11	202	2	0	215	574
08:30 AM	0	7	6	10	1	24	0	11	257	16	0	284	0	1	3	2	1	7	0	7	220	0	2	229	544
08:45 AM	0	7	12	14	0	33	1	8	249	17	0	275	0	2	4	2	1	9	1	5	236	1	1	244	561
Total	0	42	22	38	1	103	3	38	1067	54	0	1162	0	5	14	12	2	33	2	31	915	6	3	957	2255
09:00 AM	0	10	8	6	0	24	2	8	242	17	0	269	0	6	5	6	3	20	1	9	230	4	2	246	559
09:15 AM	0	12	6	6	1	25	0	6	216	12	0	234	0	1	9	2	0	12	0	13	223	3	1	240	511
09:30 AM	0	13	6	9	0	28	1	6	204	18	0	229	0	0	5	6	1	12	1	7	205	3	0	216	485
09:45 AM	0	7	11	9	0	27	0	9	180	20	0	209	0	5	5	7	1	18	2	7	273	0	1	283	537
Total	0	42	31	30	1	104	3	29	842	67	0	941	0	12	24	21	5	62	4	36	931	10	4	985	2092
10:00 AM	0	12	3	18	0	33	2	9	169	29	0	209	0	1	7	8	0	16	2	20	218	1	0	241	499
10:15 AM	0	23	7	11	0	41	0	21	177	17	0	215	0	2	5	5	1	13	0	12	241	3	0	256	525
10:30 AM	2	13	11	12	0	38	2	14	165	14	0	195	0	4	6	5	1	16	0	6	223	5	0	234	483
10:45 AM	0	15	7	10	0	32	1	21	197	22	0	241	0	1	11	7	1	20	0	11	234	3	2	250	543
Total	2	63	28	51	0	144	5	65	708	82	0	860	0	8	29	25	3	65	2	49	916	12	2	981	2050
11:00 AM	0	19	5	15	0	39	1	23	176	12	0	212	0	5	12	7	1	25	2	16	268	10	1	297	573
11:15 AM	0	12	11	17	1	41	2	25	223	19	0	269	1	1	4	7	1	14	1	21	285	11	2	320	644
11:30 AM	0	12	18	18	0	48	2	32	201	15	0	250	0	5	9	7	0	21	0	18	256	14	0	288	607
11:45 AM	0	12	19	17	0	48	1	36	262	31	0	330	0	6	12	14	0	32	2	13	296	15	0	326	736
Total	0	55	53	67	1	176	6	116	862	77	0	1061	1	17	37	35	2	92	5	68	1105	50	3	1231	2560
12:00 PM	0	10	20	14	0	44	5	28	258	25	0	316	0	5	15	11	0	31	0	19	331	10	0	360	751
12:15 PM	0	16	16	17	0	49	4	24	240	19	0	287	0	10	7	10	2	29	0	27	307	10	1	345	710
12:30 PM	0	20	20	18	0	58	2	22	288	13	1	326	0	9	13	20	0	42	3	22	245	16	3	289	715
12:45 PM	0	18	12	11	0	41	4	26	267	18	0	315	0	11	10	16	0	37	1	24	272	8	0	305	698
Total	0	64	68	60	0	192	15	100	1053	75	1	1244	0	35	45	57	2	139	4	92	1155	44	4	1299	2874
01:00 PM	0	19	17	17	0	53	2	23	257	17	0	299	0	9	13	16	1	39	0	22	256	8	0	286	677
01:15 PM	0	15	15	24	0	54	1	25	277	22	0	325	0	13	14	17	2	46	0	24	229	7	1	261	686
01:30 PM	0	27	18	16	0	61	0	12	269	13	0	294	0	13	8	9	0	30	0	10	278	6	0	294	679
01:45 PM	0	26	7	24	0	57	1	22	257	20	1	301	0	8	8	11	1	28	1	20	254	3	1	279	665
Total	0	87	57	81	0	225	4	82	1060	72	1	1219	0	43	43	53	4	143	1	76	1017	24	2	1120	2707

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015

CSAH 42 & Irving Ave
Burnsville, MN

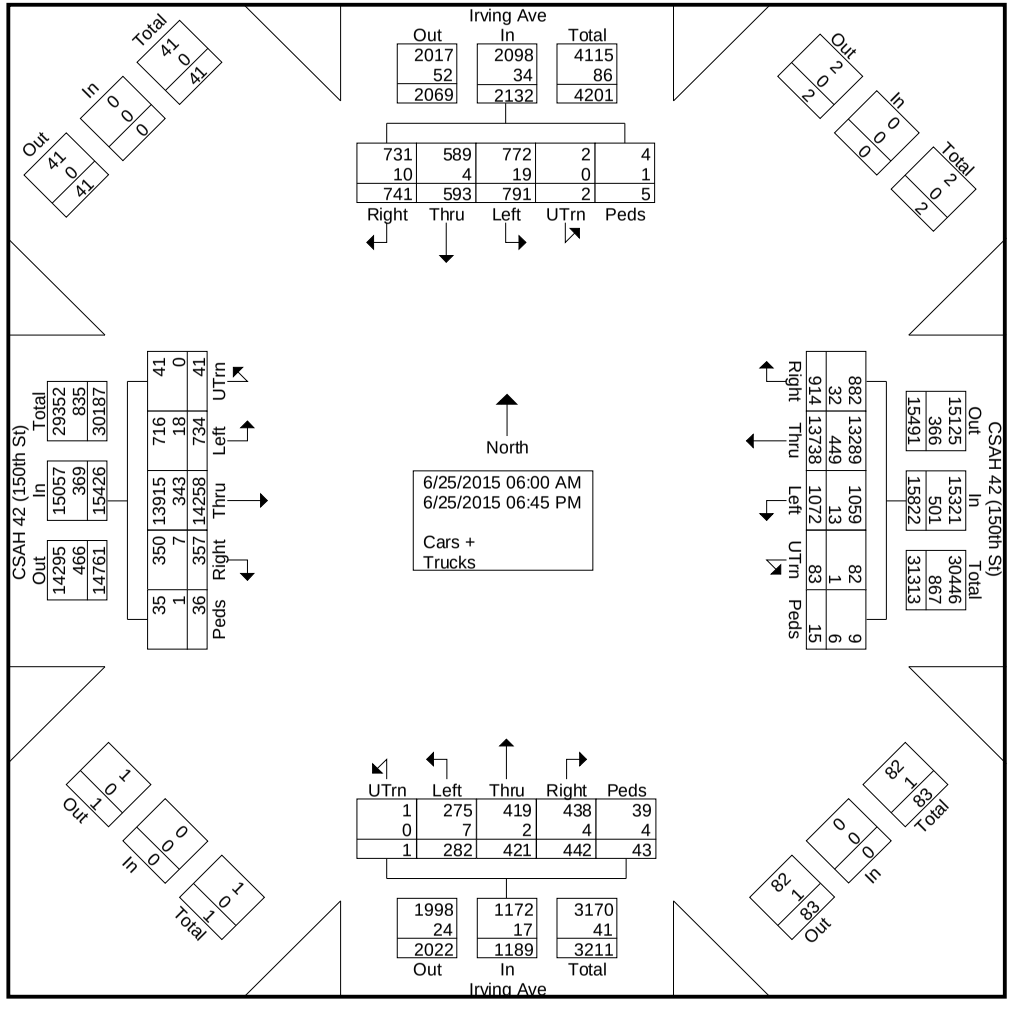
Groups Printed- Cars + - Trucks

	Irving Ave Southbound						CSAH 42 (150th St) Westbound						Irving Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	23	6	15	0	44	2	19	269	15	0	305	0	6	8	16	1	31	1	19	263	16	0	299	679
02:15 PM	0	15	14	15	0	44	0	19	275	13	0	307	0	9	3	10	0	22	2	16	274	4	0	296	669
02:30 PM	0	29	11	15	0	55	2	29	264	22	1	318	0	8	7	6	2	23	1	16	318	5	0	340	736
02:45 PM	0	18	12	16	0	46	1	24	290	16	0	331	0	3	9	11	3	26	0	9	250	9	1	269	672
Total	0	85	43	61	0	189	5	91	1098	66	1	1261	0	26	27	43	6	102	4	60	1105	34	1	1204	2756
03:00 PM	0	18	11	16	0	45	2	20	291	9	1	323	0	6	9	10	1	26	0	22	324	6	0	352	746
03:15 PM	0	18	17	19	0	54	2	28	288	29	0	347	0	8	11	11	2	32	1	20	263	9	3	296	729
03:30 PM	0	22	13	22	0	57	3	24	334	22	0	383	0	5	16	15	1	37	0	20	308	4	1	333	810
03:45 PM	0	12	17	18	0	47	2	19	322	24	0	367	0	10	11	10	3	34	1	23	356	10	4	394	842
Total	0	70	58	75	0	203	9	91	1235	84	1	1420	0	29	47	46	7	129	2	85	1251	29	8	1375	3127
04:00 PM	0	22	16	28	1	67	0	34	355	22	0	411	0	5	6	6	0	17	0	13	358	8	1	380	875
04:15 PM	0	12	27	13	0	52	5	28	366	21	1	421	0	5	13	10	0	28	4	9	313	8	2	336	837
04:30 PM	0	11	16	10	1	38	2	31	360	12	0	405	0	6	9	7	0	22	0	15	400	13	1	429	894
04:45 PM	0	16	21	16	0	53	4	31	344	18	0	397	0	9	10	15	1	35	1	15	361	15	1	393	878
Total	0	61	80	67	2	210	11	124	1425	73	1	1634	0	25	38	38	1	102	5	52	1432	44	5	1538	3484
05:00 PM	0	21	21	14	0	56	1	29	381	19	1	431	0	6	10	11	0	27	0	12	351	11	1	375	889
05:15 PM	0	22	9	17	0	48	4	36	412	23	0	475	0	7	13	12	0	32	3	20	408	14	0	445	1000
05:30 PM	0	15	23	17	0	55	1	43	339	20	1	404	0	8	8	15	1	32	2	21	373	7	0	403	894
05:45 PM	0	20	21	16	0	57	3	43	353	21	4	424	0	11	19	11	0	41	0	11	307	15	0	333	855
Total	0	78	74	64	0	216	9	151	1485	83	6	1734	0	32	50	49	1	132	5	64	1439	47	1	1556	3638
06:00 PM	0	18	16	17	0	51	3	31	342	13	0	389	0	5	5	6	1	17	0	11	292	21	0	324	781
06:15 PM	0	14	20	12	0	46	3	34	328	14	0	379	0	7	13	3	3	26	2	18	256	11	1	288	739
06:30 PM	0	16	14	19	0	49	4	51	265	19	2	341	0	14	12	15	2	43	0	14	256	6	1	277	710
06:45 PM	0	12	10	23	0	45	3	27	252	19	1	302	0	14	3	9	0	26	3	16	266	13	0	298	671
Total	0	60	60	71	0	191	13	143	1187	65	3	1411	0	40	33	33	6	112	5	59	1070	51	2	1187	2901
Grand Total	2	791	593	741	5	2132	83	1072	13738												14258				
Cars +	2	772	589	731	4	2098	82	1059	13289	882	9	15321	1	275	419	438	39	1172	41	716	13915	350	35	15057	33648
% Cars +	100	97.6	99.3	98.7	80	98.4	98.8	98.8	96.7	96.5	60	96.8	100	97.5	99.5	99.1	90.7	98.6	100	97.5	97.6	98	97.2	97.6	97.3
Trucks	0	19	4	10	1	34	1	13	449	32	6	501	0	7	2	4	4	17	0	18	343	7	1	369	921
% Trucks	0	2.4	0.7	1.3	20	1.6	1.2	1.2	3.3	3.5	40	3.2	0	2.5	0.5	0.9	9.3	1.4	0	2.5	2.4	2	2.8	2.4	2.7

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015
Page No : 3

CSAH 42 & Irving Ave
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015

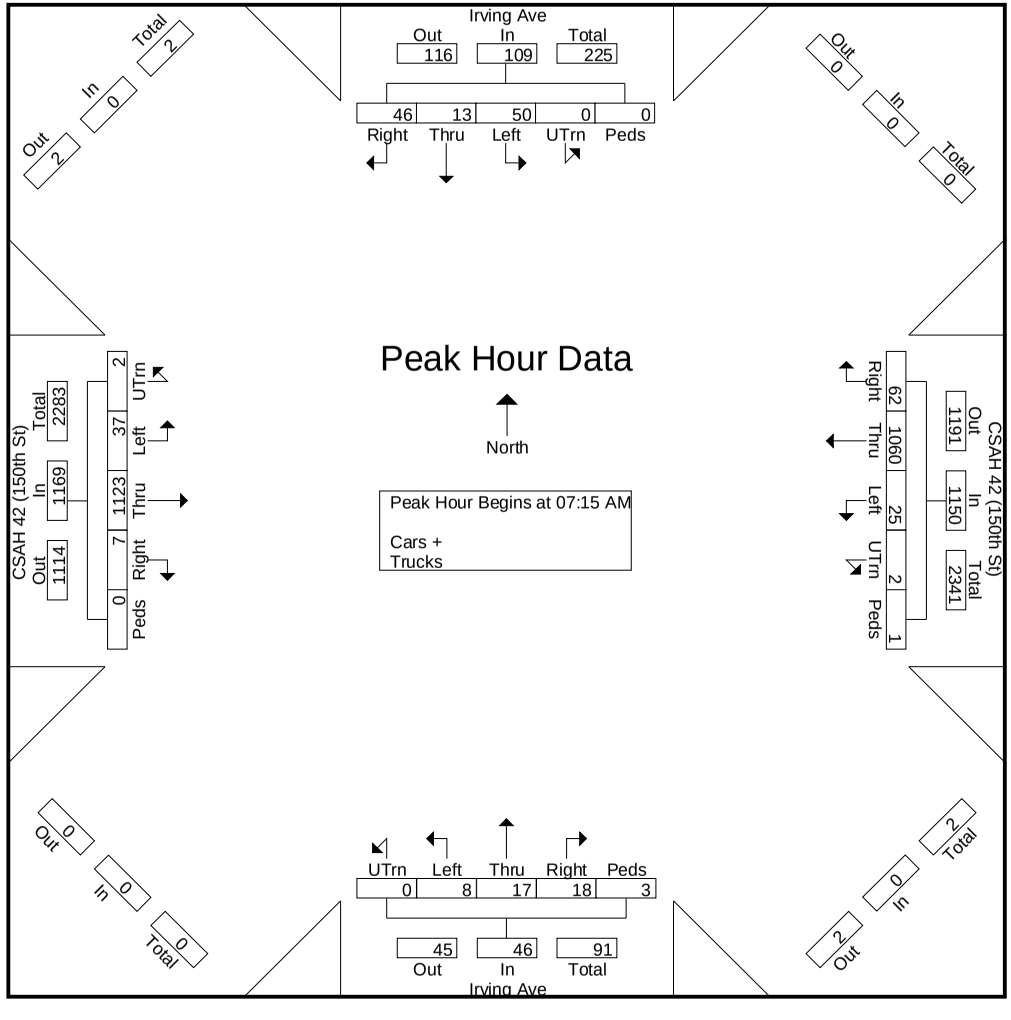
CSAH 42 & Irving Ave
Burnsville, MN

	Irving Ave Southbound						CSAH 42 (150th St) Westbound						Irving Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	10	4	10	0	24	0	5	233	15	1	254	0	2	6	5	2	15	1	8	304	2	0	315	608
07:30 AM	0	10	3	16	0	29	0	9	282	18	0	309	0	4	6	6	0	16	0	13	265	0	0	278	632
07:45 AM	0	15	4	14	0	33	0	6	284	19	0	309	0	2	4	2	1	9	0	8	297	2	0	307	658
08:00 AM	0	15	2	6	0	23	2	5	261	10	0	278	0	0	1	5	0	6	1	8	257	3	0	269	576
Total Volume	0	50	13	46	0	109	2	25	1060	62	1	1150	0	8	17	18	3	46	2	37	1123	7	0	1169	2474
% App. Total	0	45.9	11.9	42.2	0		0.2	2.2	92.2	5.4	0.1		0	17.4	37	39.1	6.5		0.2	3.2	96.1	0.6	0		
PHF	.000	.833	.813	.719	.000	.826	.250	.694	.933	.816	.250	.930	.000	.500	.708	.750	.375	.719	.500	.712	.924	.583	.000	.928	.940

Traffic Data Inc
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File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015
Page No : 5

CSAH 42 & Irving Ave
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015

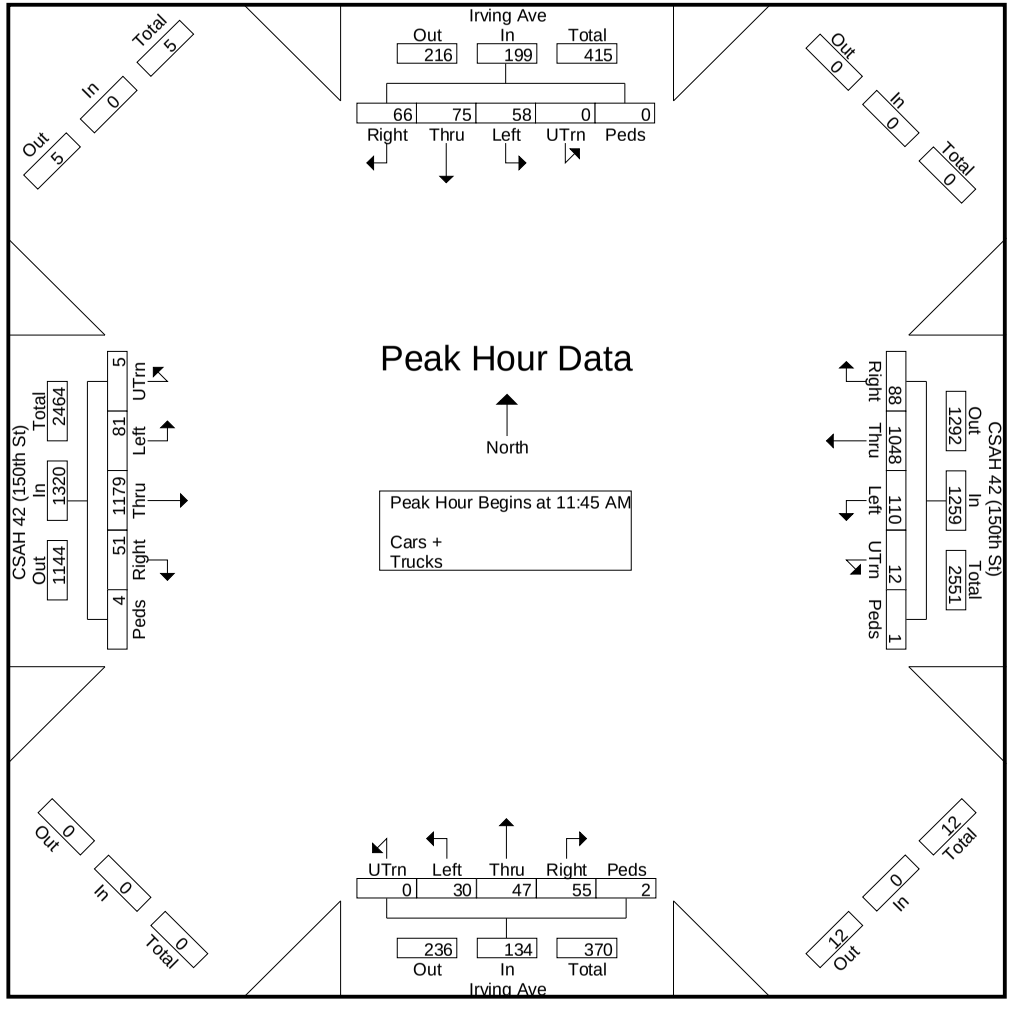
CSAH 42 & Irving Ave
Burnsville, MN

	Irving Ave Southbound						CSAH 42 (150th St) Westbound						Irving Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:45 AM																									
11:45 AM	0	12	19	17	0	48	1	36	262	31	0	330	0	6	12	14	0	32	2	13	296	15	0	326	736
12:00 PM	0	10	20	14	0	44	5	28	258	25	0	316	0	5	15	11	0	31	0	19	331	10	0	360	751
12:15 PM	0	16	16	17	0	49	4	24	240	19	0	287	0	10	7	10	2	29	0	27	307	10	1	345	710
12:30 PM	0	20	20	18	0	58	2	22	288	13	1	326	0	9	13	20	0	42	3	22	245	16	3	289	715
Total Volume	0	58	75	66	0	199	12	110	1048	88	1	1259	0	30	47	55	2	134	5	81	1179	51	4	1320	2912
% App. Total	0	29.1	37.7	33.2	0		1	8.7	83.2	7	0.1		0	22.4	35.1	41	1.5		0.4	6.1	89.3	3.9	0.3		
PHF	.000	.725	.938	.917	.000	.858	.600	.764	.910	.710	.250	.954	.000	.750	.783	.688	.250	.798	.417	.750	.890	.797	.333	.917	.969

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015
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CSAH 42 & Irving Ave
Burnsville, MN



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015
Page No : 8

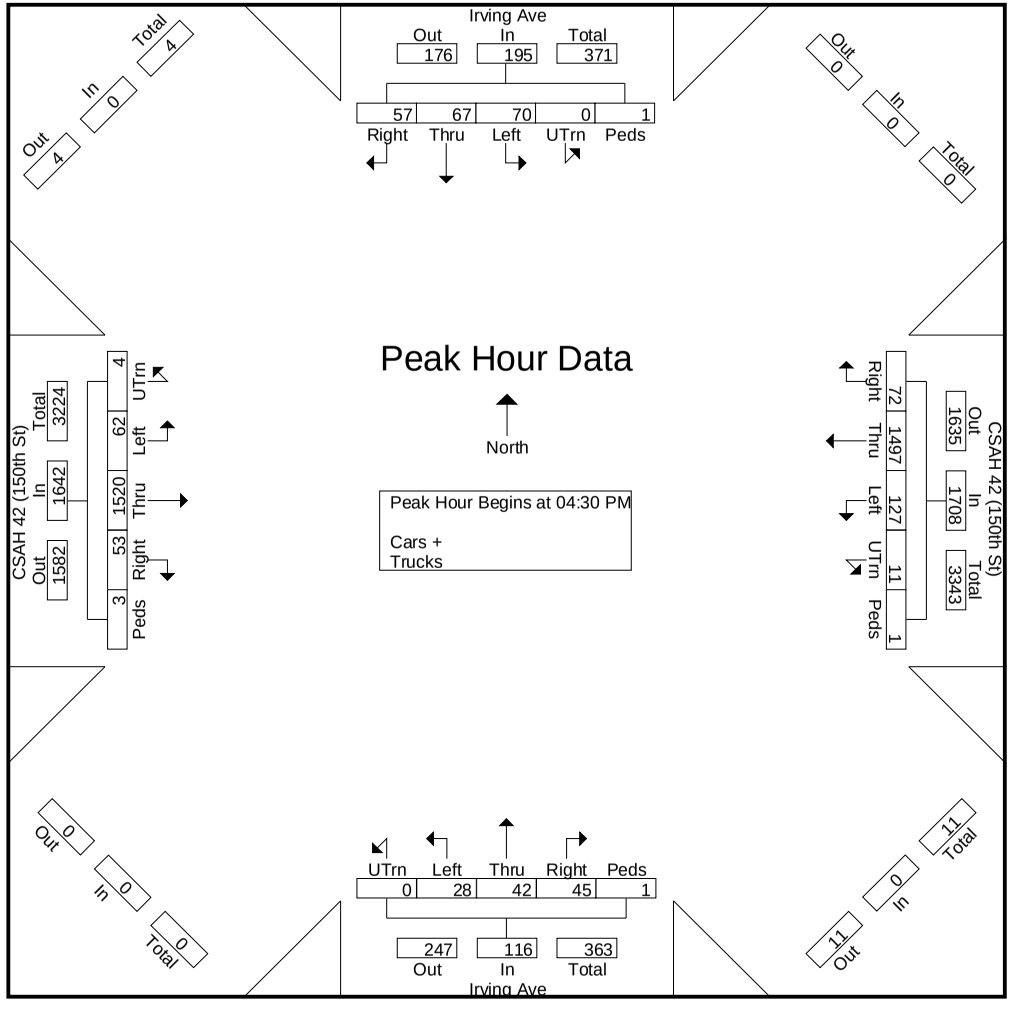
CSAH 42 & Irving Ave
Burnsville, MN

	Irving Ave Southbound						CSAH 42 (150th St) Westbound						Irving Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	11	16	10	1	38	2	31	360	12	0	405	0	6	9	7	0	22	0	15	400	13	1	429	894
04:45 PM	0	16	21	16	0	53	4	31	344	18	0	397	0	9	10	15	1	35	1	15	361	15	1	393	878
05:00 PM	0	21	21	14	0	56	1	29	381	19	1	431	0	6	10	11	0	27	0	12	351	11	1	375	889
05:15 PM	0	22	9	17	0	48	4	36	412	23	0	475	0	7	13	12	0	32	3	20	408	14	0	445	1000
Total Volume	0	70	67	57	1	195	11	127	1497	72	1	1708	0	28	42	45	1	116	4	62	1520	53	3	1642	3661
% App. Total	0	35.9	34.4	29.2	0.5		0.6	7.4	87.6	4.2	0.1		0	24.1	36.2	38.8	0.9		0.2	3.8	92.6	3.2	0.2		
PHF	.000	.795	.798	.838	.250	.871	.688	.882	.908	.783	.250	.899	.000	.778	.808	.750	.250	.829	.333	.775	.931	.883	.750	.922	.915

Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 25 - CSAH 42 & Irving Ave, 6-25-15, 6am-7pm
Site Code : 25
Start Date : 6/25/2015
Page No : 9

CSAH 42 & Irving Ave
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 26 - CSAH 42 & Nicollet Ave, 7-7-15, 6am-7pm
Site Code : 26
Start Date : 6/24/2015
Page No : 1

CSAH 42 & Nicollet Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Nicollet Ave Southbound						CSAH 42 (150th St) Westbound						Nicollet Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	14	0	23	0	37	0	4	203	28	0	235	0	1	0	2	0	3	0	15	121	3	0	139	414
06:15 AM	0	27	0	21	0	48	0	4	227	56	0	287	0	4	0	10	0	14	0	41	165	4	0	210	559
06:30 AM	0	24	0	20	0	44	1	0	243	62	0	306	0	4	0	0	1	5	0	45	218	3	0	266	621
06:45 AM	0	19	2	31	0	52	0	6	282	96	0	384	0	2	0	1	0	3	0	87	246	4	0	337	776
Total	0	84	2	95	0	181	1	14	955	242	0	1212	0	11	0	13	1	25	0	188	750	14	0	952	2370
07:00 AM	0	25	0	40	0	65	0	5	202	67	0	274	0	6	0	5	0	11	0	67	250	2	0	319	669
07:15 AM	0	29	2	34	0	65	0	3	282	80	0	365	0	3	0	6	0	9	0	60	276	6	0	342	781
07:30 AM	0	48	3	33	0	84	0	6	265	120	0	391	0	8	1	8	0	17	0	85	271	7	0	363	855
07:45 AM	0	43	3	40	0	86	0	7	332	140	0	479	0	2	0	9	0	11	0	92	311	5	0	408	984
Total	0	145	8	147	0	300	0	21	1081	407	0	1509	0	19	1	28	0	48	0	304	1108	20	0	1432	3289
08:00 AM	0	46	2	58	0	106	0	9	253	93	0	355	0	3	0	1	0	4	1	89	242	11	0	343	808
08:15 AM	0	44	4	54	0	102	0	5	284	103	0	392	0	3	0	8	0	11	2	86	220	10	0	318	823
08:30 AM	0	65	2	72	1	140	0	10	223	87	0	320	0	9	0	3	0	12	0	82	232	4	0	318	790
08:45 AM	2	37	2	69	0	110	0	13	267	109	0	389	0	5	0	10	0	15	0	76	207	10	0	293	807
Total	2	192	10	253	1	458	0	37	1027	392	0	1456	0	20	0	22	0	42	3	333	901	35	0	1272	3228
09:00 AM	0	63	2	75	0	140	1	11	209	82	0	303	0	4	1	4	0	9	0	71	171	7	0	249	701
09:15 AM	0	54	1	85	0	140	0	11	266	103	0	380	0	8	0	7	0	15	1	99	204	5	0	309	844
09:30 AM	0	47	5	72	0	124	0	6	251	87	0	344	0	4	0	8	0	12	0	71	189	6	0	266	746
09:45 AM	0	58	4	103	0	165	0	10	237	118	0	365	0	11	0	5	2	18	0	99	183	2	0	284	832
Total	0	222	12	335	0	569	1	38	963	390	0	1392	0	27	1	24	2	54	1	340	747	20	0	1108	3123
10:00 AM	0	65	8	92	0	165	0	10	286	98	1	395	0	8	0	8	0	16	0	48	200	3	0	251	827
10:15 AM	0	52	4	105	0	161	0	7	270	103	1	381	0	5	1	6	0	12	0	88	209	2	0	299	853
10:30 AM	0	71	5	120	0	196	1	10	243	84	1	339	0	10	0	10	1	21	0	83	210	4	1	298	854
10:45 AM	0	69	7	97	0	173	1	7	296	100	1	405	0	6	0	9	0	15	0	103	242	3	0	348	941
Total	0	257	24	414	0	695	2	34	1095	385	4	1520	0	29	1	33	1	64	0	322	861	12	1	1196	3475
11:00 AM	0	89	5	106	0	200	0	8	254	91	0	353	0	9	0	10	0	19	0	74	249	6	0	329	901
11:15 AM	0	71	5	124	0	200	0	9	313	88	0	410	0	6	0	9	0	15	0	101	277	4	0	382	1007
11:30 AM	1	90	6	106	0	203	0	4	308	95	0	407	0	11	0	8	0	19	0	84	262	9	0	355	984
11:45 AM	0	98	4	142	0	244	1	8	277	103	3	392	0	10	0	9	4	23	0	98	326	7	1	432	1091
Total	1	348	20	478	0	847	1	29	1152	377	3	1562	0	36	0	36	4	76	0	357	1114	26	1	1498	3983
12:00 PM	0	114	5	136	0	255	0	4	301	117	0	422	0	19	0	14	1	34	0	88	290	16	0	394	1105
12:15 PM	0	72	4	115	0	191	0	5	326	110	0	441	0	8	0	15	0	23	1	108	334	9	0	452	1107
12:30 PM	0	91	7	160	0	258	0	10	290	92	1	393	0	8	0	12	0	20	0	121	268	7	2	398	1069
12:45 PM	0	104	4	136	0	244	1	8	302	118	0	429	1	9	0	9	0	19	0	110	308	12	0	430	1122
Total	0	381	20	547	0	948	1	27	1219	437	1	1685	1	44	0	50	1	96	1	427	1200	44	2	1674	4403
01:00 PM	0	87	5	112	0	204	1	13	435	125	1	575	0	7	0	4	1	12	0	122	346	17	0	485	1276
01:15 PM	0	98	3	136	0	237	1	6	346	113	1	467	0	9	0	12	2	23	0	115	322	9	1	447	1174
01:30 PM	0	101	3	140	1	245	1	6	322	105	2	436	0	4	0	6	0	10	0	125	328	8	0	461	1152
01:45 PM	0	95	7	121	0	223	0	5	371	115	0	491	0	8	0	9	0	17	0	110	327	5	0	442	1173
Total	0	381	18	509	1	909	3	30	1474	458	4	1969	0	28	0	31	3	62	0	472	1323	39	1	1835	4775

Traffic Data Inc
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CSAH 42 & Nicollet Ave
Burnsville, MN

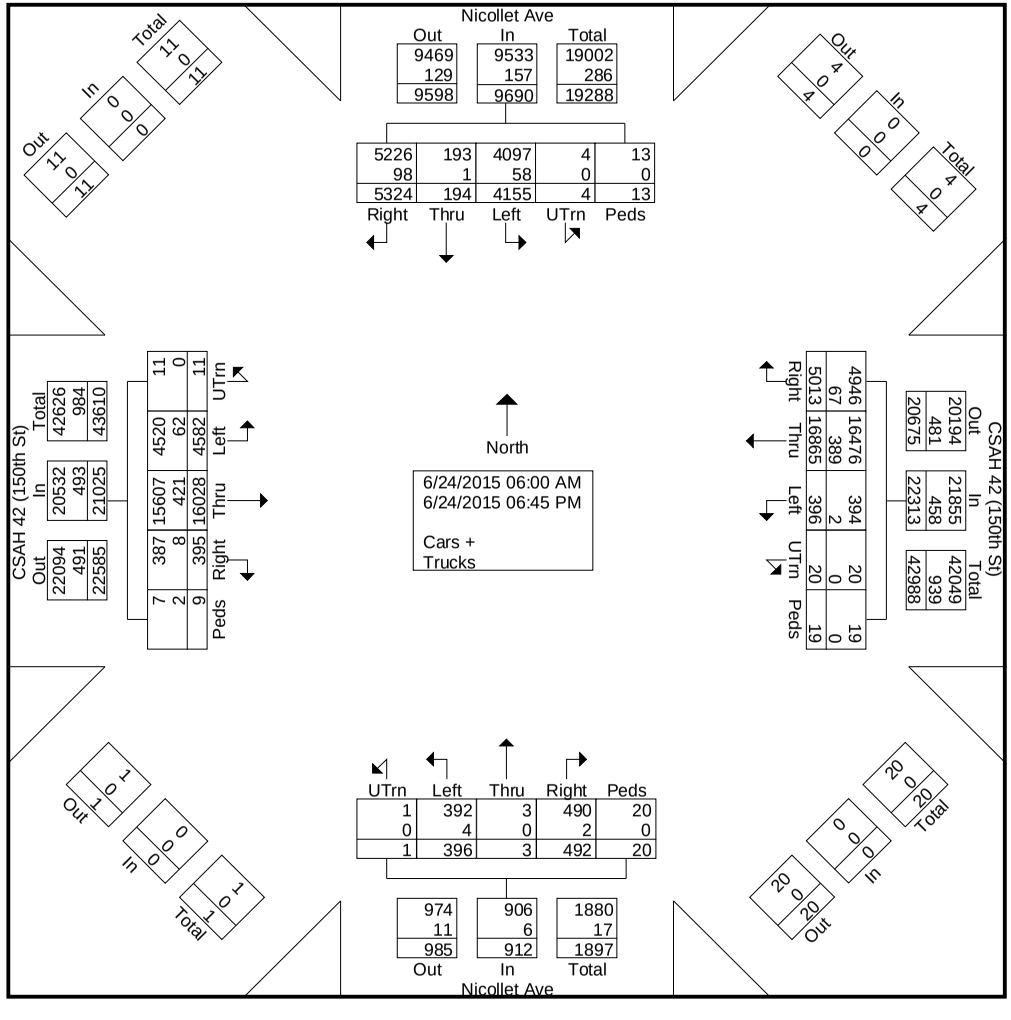
Groups Printed- Cars + - Trucks

	Nicollet Ave Southbound						CSAH 42 (150th St) Westbound						Nicollet Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	92	4	156	0	252	1	16	324	106	0	447	0	6	0	12	0	18	0	109	308	9	0	426	1143
02:15 PM	0	124	8	114	1	247	0	6	339	111	0	456	0	11	0	5	2	18	0	107	358	6	0	471	1192
02:30 PM	0	98	6	123	0	227	1	6	341	144	0	492	0	7	0	13	1	21	0	106	366	8	0	480	1220
02:45 PM	0	105	5	137	0	247	1	9	349	122	0	481	0	9	0	7	2	18	1	131	373	13	0	518	1264
Total	0	419	23	530	1	973	3	37	1353	483	0	1876	0	33	0	37	5	75	1	453	1405	36	0	1895	4819
03:00 PM	0	117	4	127	1	249	0	9	386	104	1	500	0	10	0	15	1	26	0	96	344	16	0	456	1231
03:15 PM	0	111	1	132	0	244	0	8	394	121	0	523	0	3	0	16	0	19	1	99	430	16	0	546	1332
03:30 PM	0	140	2	154	0	296	2	5	334	96	0	437	0	5	0	15	1	21	1	94	388	11	0	494	1248
03:45 PM	0	136	7	148	0	291	0	6	401	105	0	512	0	7	0	17	0	24	0	102	435	14	2	553	1380
Total	0	504	14	561	1	1080	2	28	1515	426	1	1972	0	25	0	63	2	90	2	391	1597	57	2	2049	5191
04:00 PM	0	99	4	136	3	242	1	5	429	98	1	534	0	3	0	15	0	18	0	93	457	7	0	557	1351
04:15 PM	0	130	2	123	0	255	1	6	412	90	1	510	0	12	0	11	1	24	1	109	445	18	0	573	1362
04:30 PM	0	110	7	136	0	253	0	8	456	74	0	538	0	20	0	15	0	35	0	73	447	11	0	531	1357
04:45 PM	0	109	4	115	0	228	0	18	483	97	0	598	0	8	0	14	0	22	0	77	470	8	0	555	1403
Total	0	448	17	510	3	978	2	37	1780	359	2	2180	0	43	0	55	1	99	1	352	1819	44	0	2216	5473
05:00 PM	0	130	3	166	1	300	0	11	427	91	0	529	0	13	0	17	0	30	1	93	451	8	0	553	1412
05:15 PM	0	93	4	154	1	252	0	10	478	92	0	580	0	14	0	6	0	20	0	77	488	11	0	576	1428
05:30 PM	0	91	4	111	0	206	0	11	481	92	0	584	0	12	0	16	0	28	0	89	465	5	0	559	1377
05:45 PM	0	102	3	111	2	218	2	5	427	84	2	520	0	6	0	22	0	28	1	76	396	6	2	481	1247
Total	0	416	14	542	4	976	2	37	1813	359	2	2213	0	45	0	61	0	106	2	335	1800	30	2	2169	5464
06:00 PM	0	100	1	114	2	217	1	8	395	78	1	483	0	10	0	10	0	20	0	71	347	6	0	424	1144
06:15 PM	1	88	6	110	0	205	0	2	416	82	0	500	0	9	0	12	0	21	0	84	402	2	0	488	1214
06:30 PM	0	94	3	93	0	190	0	8	363	66	0	437	0	7	0	7	0	14	0	80	329	3	0	412	1053
06:45 PM	0	76	2	86	0	164	1	9	264	72	1	347	0	10	0	10	0	20	0	73	325	7	0	405	936
Total	1	358	12	403	2	776	2	27	1438	298	2	1767	0	36	0	39	0	75	0	308	1403	18	0	1729	4347
Grand Total	4	4155	194	5324	13	9690	20	396	16865												16028				
Cars +	4	4097	193	5226	13	9533	20	394	16476	4946	19	21855	1	392	3	490	20	906	11	4520	15607	387	7	20532	52826
% Cars +	100	98.6	99.5	98.2	100	98.4	100	99.5	97.7	98.7	100	97.9	100	99	100	99.6	100	99.3	100	98.6	97.4	98	77.8	97.7	97.9
Trucks	0	58	1	98	0	157	0	2	389	67	0	458	0	4	0	2	0	6	0	62	421	8	2	493	1114
% Trucks	0	1.4	0.5	1.8	0	1.6	0	0.5	2.3	1.3	0	2.1	0	1	0	0.4	0	0.7	0	1.4	2.6	2	22.2	2.3	2.1

Traffic Data Inc
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CSAH 42 & Nicollet Ave
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PO Box 16296
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File Name : 26 - CSAH 42 & Nicollet Ave, 7-7-15, 6am-7pm
Site Code : 26
Start Date : 6/24/2015

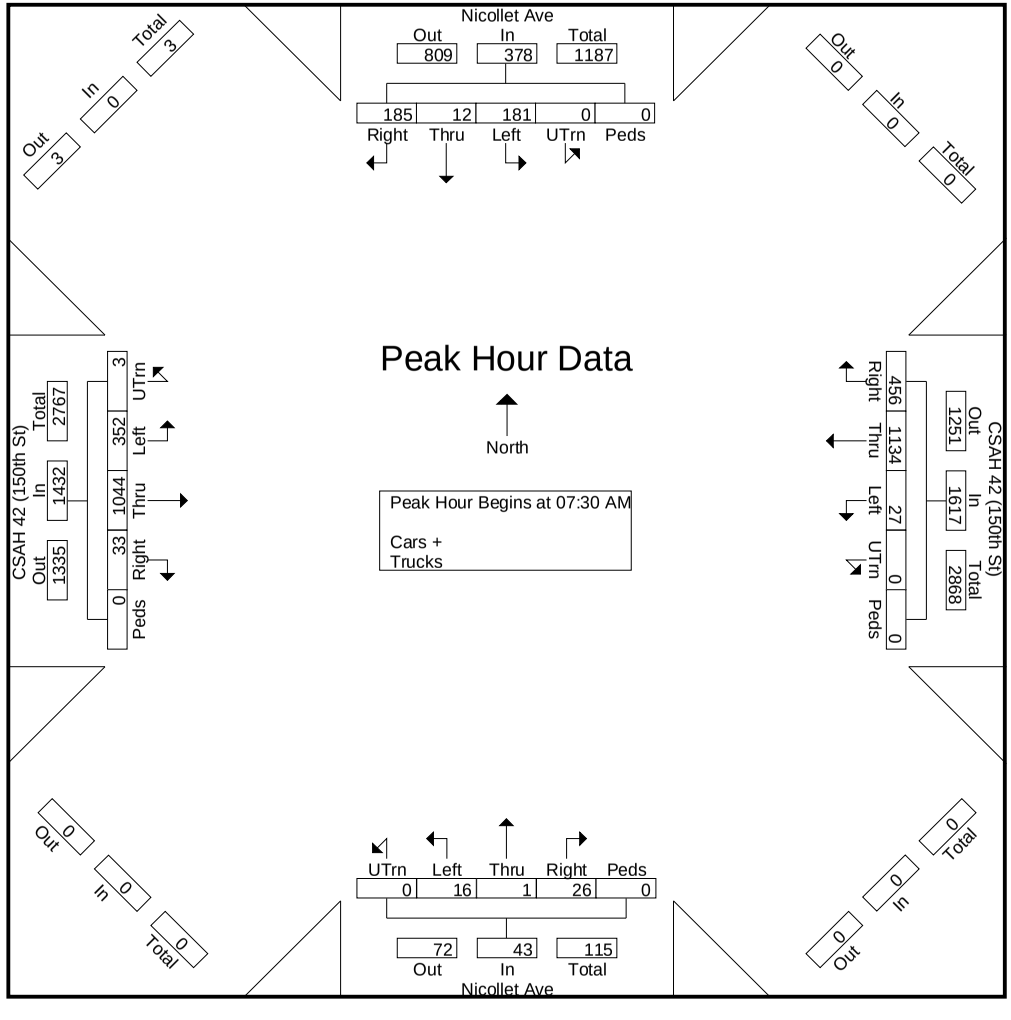
CSAH 42 & Nicollet Ave
Burnsville, MN

	Nicollet Ave Southbound						CSAH 42 (150th St) Westbound						Nicollet Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	48	3	33	0	84	0	6	265	120	0	391	0	8	1	8	0	17	0	85	271	7	0	363	855
07:45 AM	0	43	3	40	0	86	0	7	332	140	0	479	0	2	0	9	0	11	0	92	311	5	0	408	984
08:00 AM	0	46	2	58	0	106	0	9	253	93	0	355	0	3	0	1	0	4	1	89	242	11	0	343	808
08:15 AM	0	44	4	54	0	102	0	5	284	103	0	392	0	3	0	8	0	11	2	86	220	10	0	318	823
Total Volume	0	181	12	185	0	378	0	27	1134	456	0	1617	0	16	1	26	0	43	3	352	1044	33	0	1432	3470
% App. Total	0	47.9	3.2	48.9	0		0	1.7	70.1	28.2	0		0	37.2	2.3	60.5	0		0.2	24.6	72.9	2.3	0		
PHF	.000	.943	.750	.797	.000	.892	.000	.750	.854	.814	.000	.844	.000	.500	.250	.722	.000	.632	.375	.957	.839	.750	.000	.877	.882

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CSAH 42 & Nicollet Ave
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File Name : 26 - CSAH 42 & Nicollet Ave, 7-7-15, 6am-7pm
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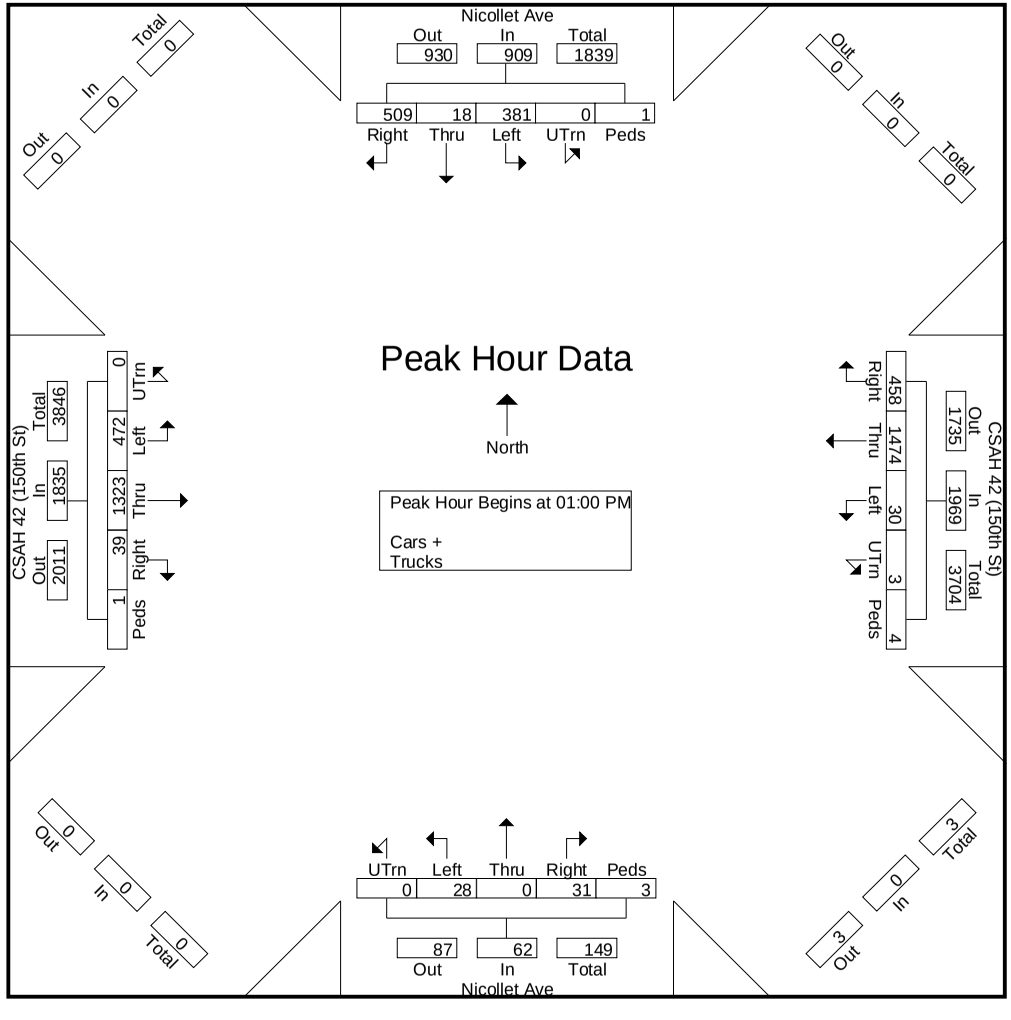
CSAH 42 & Nicollet Ave
Burnsville, MN

	Nicollet Ave Southbound						CSAH 42 (150th St) Westbound						Nicollet Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 01:00 PM																									
01:00 PM	0	87	5	112	0	204	1	13	435	125	1	575	0	7	0	4	1	12	0	122	346	17	0	485	1276
01:15 PM	0	98	3	136	0	237	1	6	346	113	1	467	0	9	0	12	2	23	0	115	322	9	1	447	1174
01:30 PM	0	101	3	140	1	245	1	6	322	105	2	436	0	4	0	6	0	10	0	125	328	8	0	461	1152
01:45 PM	0	95	7	121	0	223	0	5	371	115	0	491	0	8	0	9	0	17	0	110	327	5	0	442	1173
Total Volume	0	381	18	509	1	909	3	30	1474	458	4	1969	0	28	0	31	3	62	0	472	1323	39	1	1835	4775
% App. Total	0	41.9	2	56	0.1		0.2	1.5	74.9	23.3	0.2		0	45.2	0	50	4.8		0	25.7	72.1	2.1	0.1		
PHF	.000	.943	.643	.909	.250	.928	.750	.577	.847	.916	.500	.856	.000	.778	.000	.646	.375	.674	.000	.944	.956	.574	.250	.946	.936

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File Name : 26 - CSAH 42 & Nicollet Ave, 7-7-15, 6am-7pm
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CSAH 42 & Nicollet Ave
Burnsville, MN



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File Name : 26 - CSAH 42 & Nicollet Ave, 7-7-15, 6am-7pm
Site Code : 26
Start Date : 6/24/2015

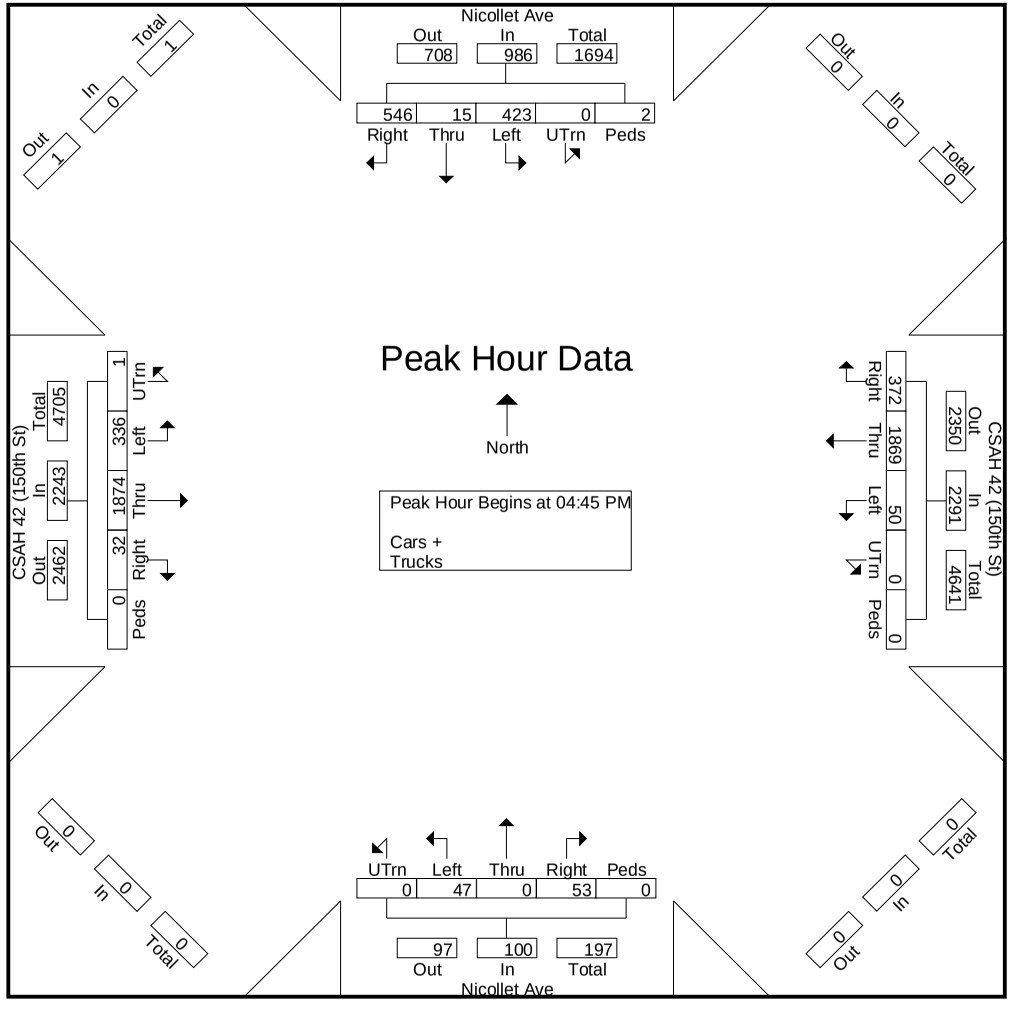
CSAH 42 & Nicollet Ave
Burnsville, MN

	Nicollet Ave Southbound						CSAH 42 (150th St) Westbound						Nicollet Ave Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	109	4	115	0	228	0	18	483	97	0	598	0	8	0	14	0	22	0	77	470	8	0	555	1403
05:00 PM	0	130	3	166	1	300	0	11	427	91	0	529	0	13	0	17	0	30	1	93	451	8	0	553	1412
05:15 PM	0	93	4	154	1	252	0	10	478	92	0	580	0	14	0	6	0	20	0	77	488	11	0	576	1428
05:30 PM	0	91	4	111	0	206	0	11	481	92	0	584	0	12	0	16	0	28	0	89	465	5	0	559	1377
Total Volume	0	423	15	546	2	986	0	50	1869	372	0	2291	0	47	0	53	0	100	1	336	1874	32	0	2243	5620
% App. Total	0	42.9	1.5	55.4	0.2		0	2.2	81.6	16.2	0		0	47	0	53	0		0	15	83.5	1.4	0		
PHF	.000	.813	.938	.822	.500	.822	.000	.694	.967	.959	.000	.958	.000	.839	.000	.779	.000	.833	.250	.903	.960	.727	.000	.974	.984

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File Name : 26 - CSAH 42 & Nicollet Ave, 7-7-15, 6am-7pm
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CSAH 42 & Nicollet Ave
Burnsville, MN



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File Name : 27 - CSAH 42 & Portland Ave, 6-24-15, 6am-7pm
Site Code : 27
Start Date : 6/24/2015
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CSAH 42 & Portland Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Portland Ave S Southbound						CSAH 42 (150th St) Westbound						Portland Ave S Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	3	1	31	0	35	0	3	205	18	0	226	0	32	6	3	0	41	0	0	39	2	0	41	343
06:15 AM	0	8	4	28	0	40	0	1	217	23	0	241	0	39	15	4	0	58	0	4	59	2	0	65	404
06:30 AM	0	5	12	26	1	44	0	3	153	53	0	209	0	45	22	8	0	75	1	4	64	2	1	72	400
06:45 AM	0	6	6	15	0	27	0	4	215	59	0	278	0	25	30	15	0	70	0	13	87	6	0	106	481
Total	0	22	23	100	1	146	0	11	790	153	0	954	0	141	73	30	0	244	1	21	249	12	1	284	1628
07:00 AM	0	14	11	18	0	43	0	3	178	32	0	213	0	36	31	6	0	73	0	4	98	3	0	105	434
07:15 AM	0	6	9	17	0	32	0	4	213	61	0	278	0	42	31	11	0	84	0	14	102	6	0	122	516
07:30 AM	0	15	11	19	0	45	0	6	187	55	0	248	0	29	50	13	0	92	0	11	144	9	0	164	549
07:45 AM	0	18	14	20	0	52	0	13	219	71	0	303	0	31	48	17	0	96	0	19	186	6	0	211	662
Total	0	53	45	74	0	172	0	26	797	219	0	1042	0	138	160	47	0	345	0	48	530	24	0	602	2161
08:00 AM	0	6	7	19	0	32	2	13	181	55	0	251	0	25	30	13	0	68	0	19	154	7	0	180	531
08:15 AM	0	22	22	12	0	56	0	11	224	54	0	289	0	33	25	17	0	75	0	13	123	11	0	147	567
08:30 AM	0	23	17	12	0	52	0	6	162	46	0	214	0	33	32	9	0	74	1	9	119	3	0	132	472
08:45 AM	0	18	8	16	0	42	0	7	192	39	0	238	0	21	20	21	0	62	0	20	168	5	1	194	536
Total	0	69	54	59	0	182	2	37	759	194	0	992	0	112	107	60	0	279	1	61	564	26	1	653	2106
09:00 AM	0	18	14	16	2	50	0	8	213	29	1	251	0	29	18	14	0	61	0	9	141	5	0	155	517
09:15 AM	0	19	12	17	0	48	2	8	238	39	0	287	0	21	31	6	0	58	0	7	120	13	1	141	534
09:30 AM	0	18	13	24	0	55	0	10	183	36	0	229	0	41	20	9	0	70	0	9	145	11	0	165	519
09:45 AM	0	23	11	16	0	50	0	10	223	28	0	261	0	34	20	22	0	76	0	18	139	12	0	169	556
Total	0	78	50	73	2	203	2	36	857	132	1	1028	0	125	89	51	0	265	0	43	545	41	1	630	2126
10:00 AM	0	29	15	15	0	59	0	6	201	26	0	233	0	23	20	16	0	59	0	10	150	8	0	168	519
10:15 AM	0	25	22	10	0	57	0	14	222	26	0	262	0	29	27	19	0	75	0	14	142	4	0	160	554
10:30 AM	0	23	19	14	0	56	0	20	213	22	0	255	0	32	12	15	1	60	0	8	147	18	0	173	544
10:45 AM	0	24	12	8	0	44	0	14	256	27	2	299	0	25	17	19	1	62	0	8	189	13	0	210	615
Total	0	101	68	47	0	216	0	54	892	101	2	1049	0	109	76	69	2	256	0	40	628	43	0	711	2232
11:00 AM	0	18	12	12	0	42	0	18	225	9	1	253	0	29	15	17	0	61	0	5	167	17	0	189	545
11:15 AM	0	30	18	22	0	70	0	11	261	26	0	298	0	35	16	18	5	74	0	9	177	10	0	196	638
11:30 AM	0	37	15	18	0	70	0	15	250	28	1	294	0	29	15	24	0	68	0	7	180	14	0	201	633
11:45 AM	0	31	18	20	0	69	0	23	267	38	0	328	0	27	22	16	0	65	0	10	212	12	0	234	696
Total	0	116	63	72	0	251	0	67	1003	101	2	1173	0	120	68	75	5	268	0	31	736	53	0	820	2512
12:00 PM	0	34	24	21	1	80	0	19	265	15	1	300	0	22	19	17	0	58	0	10	214	11	1	236	674
12:15 PM	0	29	28	16	0	73	0	16	261	17	1	295	0	36	13	25	0	74	0	15	199	13	0	227	669
12:30 PM	0	38	26	15	0	79	0	12	229	24	0	265	0	48	24	23	0	95	0	15	224	14	0	253	692
12:45 PM	0	26	16	23	0	65	1	16	279	36	0	332	0	36	20	23	0	79	0	18	189	19	0	226	702
Total	0	127	94	75	1	297	1	63	1034	92	2	1192	0	142	76	88	0	306	0	58	826	57	1	942	2737
01:00 PM	0	25	18	15	0	58	0	13	275	33	0	321	0	18	15	29	0	62	1	10	228	11	0	250	691
01:15 PM	0	26	17	23	0	66	0	7	249	31	0	287	0	32	18	21	0	71	0	10	230	12	1	253	677
01:30 PM	0	27	16	9	0	52	0	11	240	27	0	278	0	36	23	12	0	71	0	10	211	15	0	236	637
01:45 PM	0	25	22	15	0	62	0	19	225	20	0	264	0	31	20	22	0	73	0	11	219	14	0	244	643
Total	0	103	73	62	0	238	0	50	989	111	0	1150	0	117	76	84	0	277	1	41	888	52	1	983	2648

Traffic Data Inc
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CSAH 42 & Portland Ave
Burnsville, MN

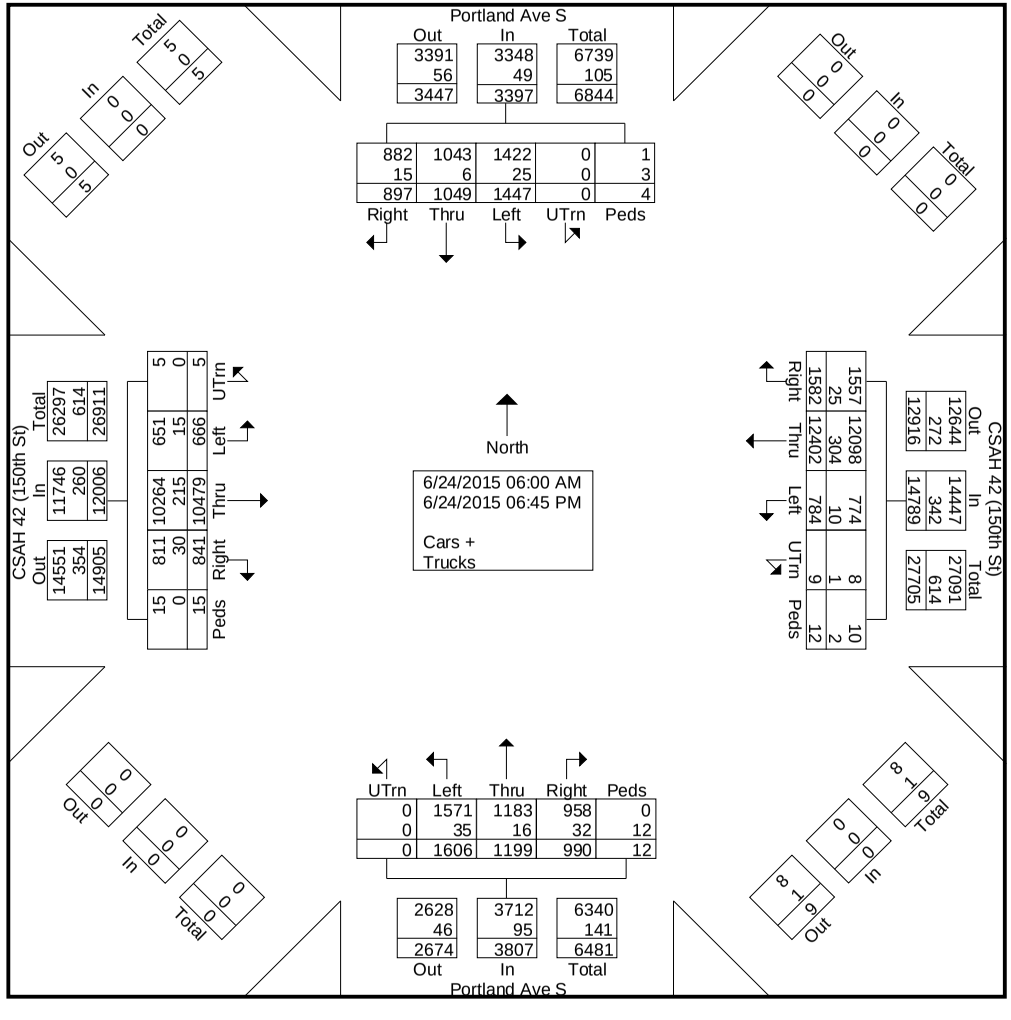
Groups Printed- Cars + - Trucks

	Portland Ave S Southbound						CSAH 42 (150th St) Westbound						Portland Ave S Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	30	20	21	0	71	0	12	245	22	0	279	0	24	22	17	0	63	0	9	205	14	0	228	641
02:15 PM	0	30	18	11	0	59	0	18	248	24	0	290	0	21	24	25	0	70	0	9	214	19	0	242	661
02:30 PM	0	26	24	19	0	69	0	19	267	29	0	315	0	33	20	28	0	81	0	6	220	19	0	245	710
02:45 PM	0	23	18	10	0	51	0	23	243	32	0	298	0	31	22	18	1	72	0	14	242	23	0	279	700
Total	0	109	80	61	0	250	0	72	1003	107	0	1182	0	109	88	88	1	286	0	38	881	75	0	994	2712
03:00 PM	0	31	29	14	0	74	0	18	242	20	0	280	0	32	20	20	0	72	1	17	228	24	0	270	696
03:15 PM	0	33	25	16	0	74	0	22	231	21	0	274	0	36	18	27	0	81	0	26	260	19	0	305	734
03:30 PM	0	55	35	11	0	101	0	16	258	26	1	301	0	22	29	21	1	73	0	17	242	19	2	280	755
03:45 PM	0	49	18	17	0	84	0	17	250	31	0	298	0	36	19	20	0	75	0	10	303	28	0	341	798
Total	0	168	107	58	0	333	0	73	981	98	1	1153	0	126	86	88	1	301	1	70	1033	90	2	1196	2983
04:00 PM	0	38	31	24	0	93	0	15	281	24	1	321	0	26	28	23	0	77	0	12	287	25	0	324	815
04:15 PM	0	48	32	13	0	93	1	27	277	21	0	326	0	32	16	28	0	76	0	15	349	29	0	393	888
04:30 PM	0	59	32	23	0	114	1	27	300	28	0	356	0	39	22	24	0	85	0	18	278	31	0	327	882
04:45 PM	0	43	41	22	0	106	1	18	273	30	0	322	0	47	27	19	0	93	0	16	328	30	0	374	895
Total	0	188	136	82	0	406	3	87	1131	103	1	1325	0	144	93	94	0	331	0	61	1242	115	0	1418	3480
05:00 PM	0	56	41	20	0	117	0	25	296	23	0	344	0	29	33	26	1	89	0	13	327	37	0	377	927
05:15 PM	0	58	39	15	0	112	0	27	298	23	0	348	0	28	25	25	0	78	0	21	350	40	2	413	951
05:30 PM	0	53	36	21	0	110	0	23	301	18	0	342	0	22	29	27	1	79	0	24	330	26	0	380	911
05:45 PM	0	35	39	12	0	86	0	36	246	28	0	310	0	31	26	30	0	87	0	13	329	35	2	379	862
Total	0	202	155	68	0	425	0	111	1141	92	0	1344	0	110	113	108	2	333	0	71	1336	138	4	1549	3651
06:00 PM	0	33	33	15	0	81	1	35	272	25	0	333	0	34	22	26	0	82	0	14	307	41	2	364	860
06:15 PM	0	31	27	15	0	73	0	27	247	22	0	296	0	28	20	34	0	82	0	27	258	27	1	313	764
06:30 PM	0	27	25	21	0	73	0	18	250	15	1	284	0	33	32	30	1	96	1	23	248	26	0	298	751
06:45 PM	0	20	16	15	0	51	0	17	256	17	2	292	0	18	20	18	0	56	0	19	208	21	1	249	648
Total	0	111	101	66	0	278	1	97	1025	79	3	1205	0	113	94	108	1	316	1	83	1021	115	4	1224	3023
Grand Total	0	1447	1049	897	4	3397	9	784	12402												10479				
Cars +	0	1422	1043	882	1	3348	8	774	12098	1557	10	14447	0	1571	1183	958	0	3712	5	651	10264	811	15	11746	33253
% Cars +	0	98.3	99.4	98.3	25	98.6	88.9	98.7	97.5	98.4	83.3	97.7	0	97.8	98.7	96.8	0	97.5	100	97.7	97.9	96.4	100	97.8	97.8
Trucks	0	25	6	15	3	49	1	10	304	25	2	342	0	35	16	32	12	95	0	15	215	30	0	260	746
% Trucks	0	1.7	0.6	1.7	75	1.4	11.1	1.3	2.5	1.6	16.7	2.3	0	2.2	1.3	3.2	100	2.5	0	2.3	2.1	3.6	0	2.2	2.2

Traffic Data Inc
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File Name : 27 - CSAH 42 & Portland Ave, 6-24-15, 6am-7pm
Site Code : 27
Start Date : 6/24/2015
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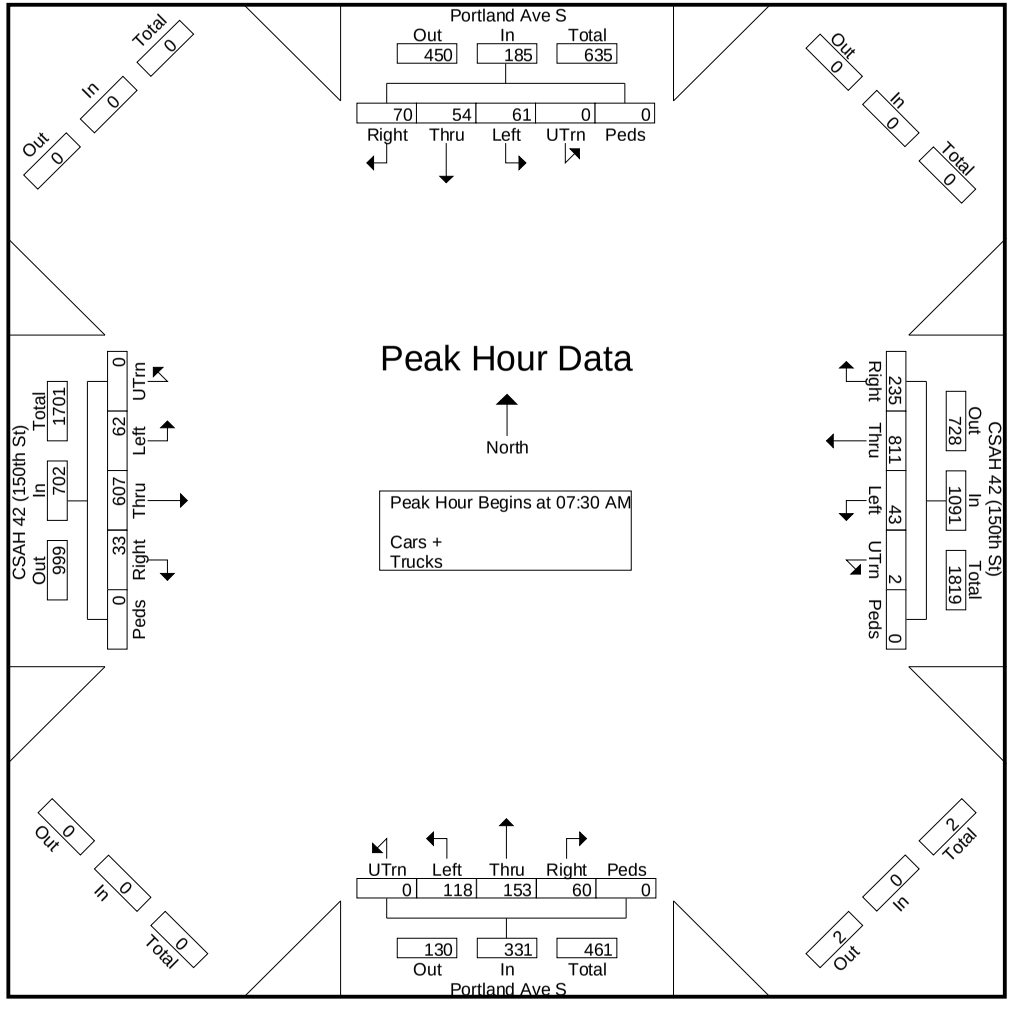
CSAH 42 & Portland Ave
Burnsville, MN

	Portland Ave S Southbound						CSAH 42 (150th St) Westbound						Portland Ave S Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	15	11	19	0	45	0	6	187	55	0	248	0	29	50	13	0	92	0	11	144	9	0	164	549
07:45 AM	0	18	14	20	0	52	0	13	219	71	0	303	0	31	48	17	0	96	0	19	186	6	0	211	662
08:00 AM	0	6	7	19	0	32	2	13	181	55	0	251	0	25	30	13	0	68	0	19	154	7	0	180	531
08:15 AM	0	22	22	12	0	56	0	11	224	54	0	289	0	33	25	17	0	75	0	13	123	11	0	147	567
Total Volume	0	61	54	70	0	185	2	43	811	235	0	1091	0	118	153	60	0	331	0	62	607	33	0	702	2309
% App. Total	0	33	29.2	37.8	0		0.2	3.9	74.3	21.5	0		0	35.6	46.2	18.1	0		0	8.8	86.5	4.7	0		
PHF	.000	.693	.614	.875	.000	.826	.250	.827	.905	.827	.000	.900	.000	.894	.765	.882	.000	.862	.000	.816	.816	.750	.000	.832	.872

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CSAH 42 & Portland Ave
Burnsville, MN



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File Name : 27 - CSAH 42 & Portland Ave, 6-24-15, 6am-7pm
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Start Date : 6/24/2015
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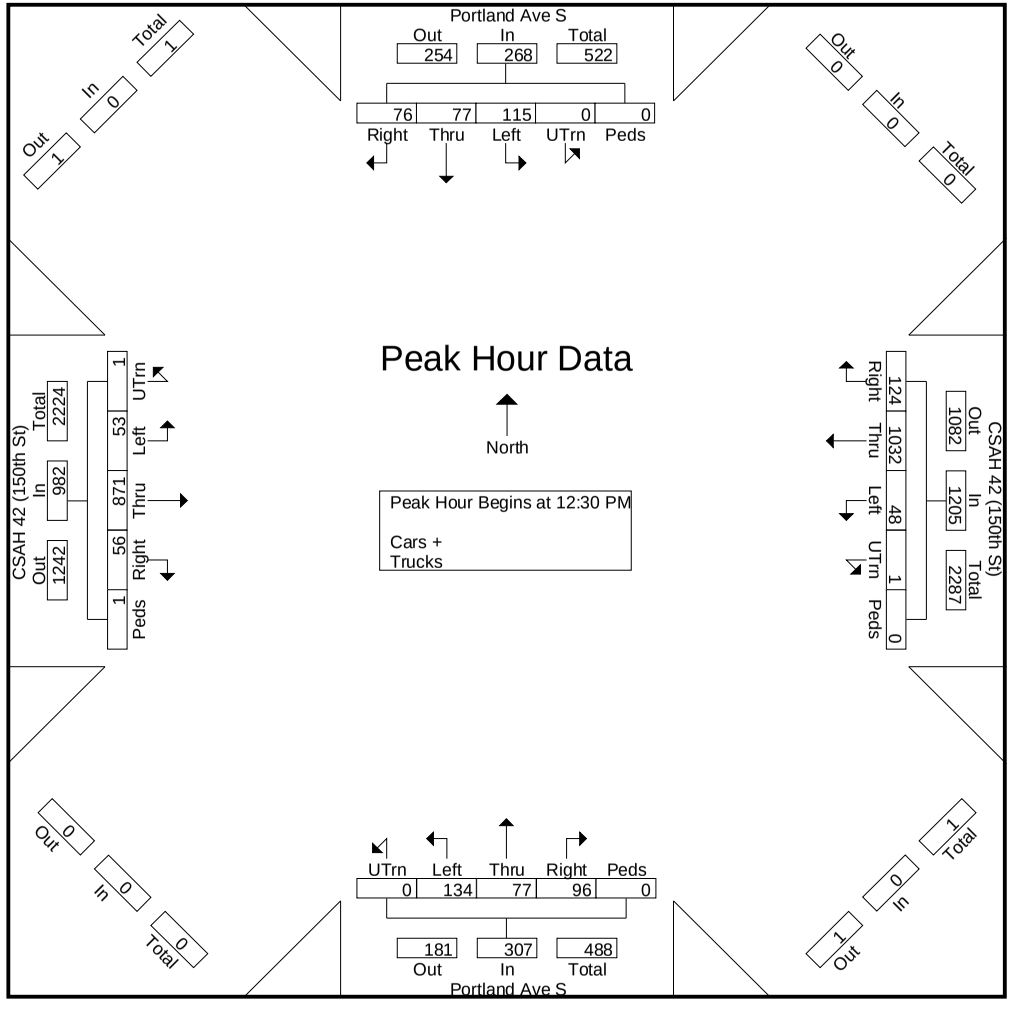
CSAH 42 & Portland Ave
Burnsville, MN

	Portland Ave S Southbound						CSAH 42 (150th St) Westbound						Portland Ave S Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	38	26	15	0	79	0	12	229	24	0	265	0	48	24	23	0	95	0	15	224	14	0	253	692
12:45 PM	0	26	16	23	0	65	1	16	279	36	0	332	0	36	20	23	0	79	0	18	189	19	0	226	702
01:00 PM	0	25	18	15	0	58	0	13	275	33	0	321	0	18	15	29	0	62	1	10	228	11	0	250	691
01:15 PM	0	26	17	23	0	66	0	7	249	31	0	287	0	32	18	21	0	71	0	10	230	12	1	253	677
Total Volume	0	115	77	76	0	268	1	48	1032	124	0	1205	0	134	77	96	0	307	1	53	871	56	1	982	2762
% App. Total	0	42.9	28.7	28.4	0		0.1	4	85.6	10.3	0		0	43.6	25.1	31.3	0		0.1	5.4	88.7	5.7	0.1		
PHF	.000	.757	.740	.826	.000	.848	.250	.750	.925	.861	.000	.907	.000	.698	.802	.828	.000	.808	.250	.736	.947	.737	.250	.970	.984

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CSAH 42 & Portland Ave
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File Name : 27 - CSAH 42 & Portland Ave, 6-24-15, 6am-7pm
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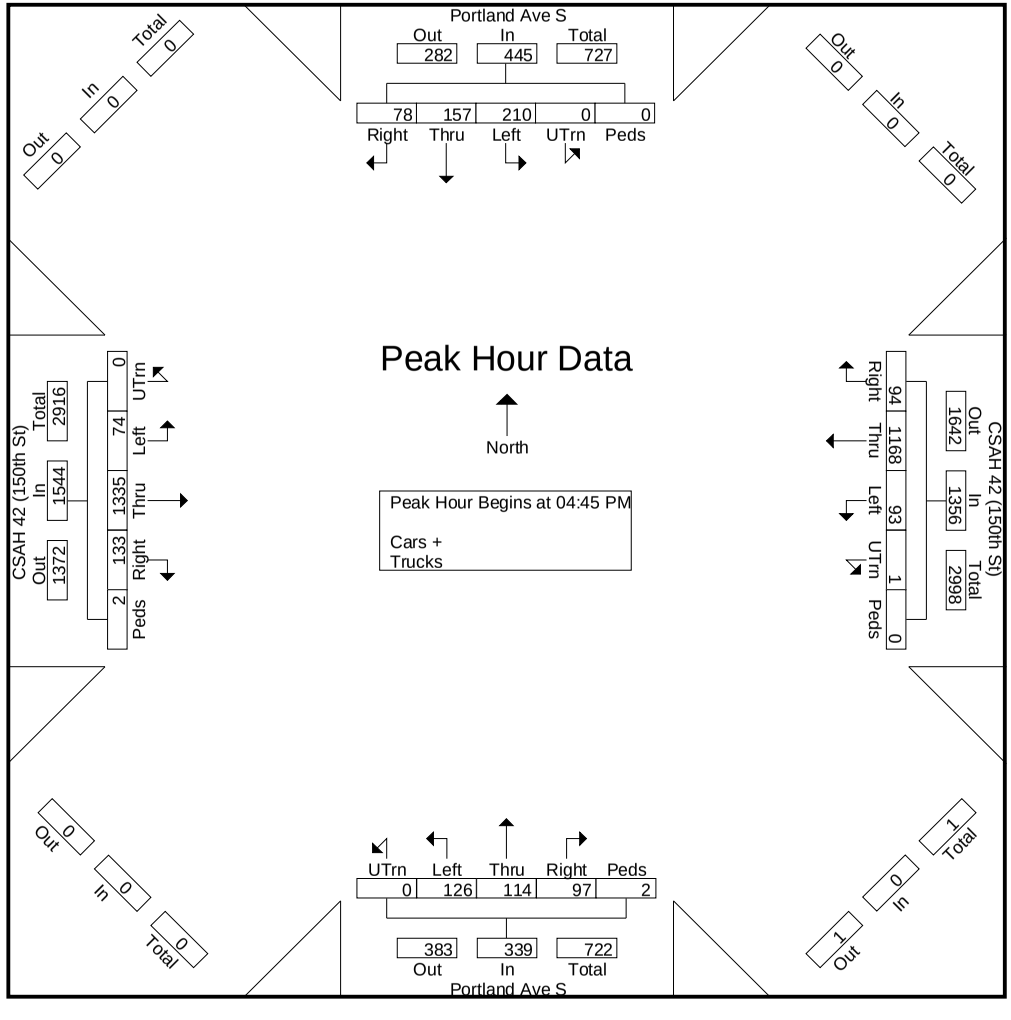
CSAH 42 & Portland Ave
Burnsville, MN

	Portland Ave S Southbound						CSAH 42 (150th St) Westbound						Portland Ave S Northbound						CSAH 42 (150th St) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	43	41	22	0	106	1	18	273	30	0	322	0	47	27	19	0	93	0	16	328	30	0	374	895
05:00 PM	0	56	41	20	0	117	0	25	296	23	0	344	0	29	33	26	1	89	0	13	327	37	0	377	927
05:15 PM	0	58	39	15	0	112	0	27	298	23	0	348	0	28	25	25	0	78	0	21	350	40	2	413	951
05:30 PM	0	53	36	21	0	110	0	23	301	18	0	342	0	22	29	27	1	79	0	24	330	26	0	380	911
Total Volume	0	210	157	78	0	445	1	93	1168	94	0	1356	0	126	114	97	2	339	0	74	1335	133	2	1544	3684
% App. Total	0	47.2	35.3	17.5	0		0.1	6.9	86.1	6.9	0		0	37.2	33.6	28.6	0.6		0	4.8	86.5	8.6	0.1		
PHF	.000	.905	.957	.886	.000	.951	.250	.861	.970	.783	.000	.974	.000	.670	.864	.898	.500	.911	.000	.771	.954	.831	.250	.935	.968

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File Name : 27 - CSAH 42 & Portland Ave, 6-24-15, 6am-7pm
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CSAH 42 & Portland Ave
Burnsville, MN



TRAFFIC DATA INC.

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
Site Code : 8
Start Date : 7/25/2018
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CSAH 38 & Aldrich Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	1	0	7	0	0	8	0	0	0	5	0	5	0	0	10	0	0	10	23
12:15 AM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	1	0	1	0	0	6	0	0	6	16
12:30 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	5	0	0	5	13
12:45 AM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	1	0	1	0	0	7	1	0	8	18
Total	0	0	0	0	0	0	1	2	31	0	0	34	0	0	0	7	0	7	0	0	28	1	0	29	70
01:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	0	0	6	0	0	6	11
01:15 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	1	0	0	1	0	0	1	5
01:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
01:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	0	1	9	0	0	10	0	1	0	2	0	3	0	0	16	0	0	16	29
02:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4	0	0	4	7
02:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	1	0	2	0	0	4	0	0	4	11
02:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	0	0	2	0	0	2	7
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	3	0	4	0	0	10	0	0	10	25
03:00 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
03:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	1	0	3	5
03:30 AM	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	1	0	1	0	0	2	1	0	3	10
03:45 AM	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	1	0	1	0	0	5	0	0	5	10
Total	0	0	0	0	0	0	0	5	10	0	0	15	0	0	0	2	0	2	0	0	11	2	0	13	30
04:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	2	0	0	3	0	0	3	9
04:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0	1	0	0	4	0	0	4	10
04:30 AM	0	0	0	0	0	0	0	3	14	0	0	17	0	1	0	0	0	1	0	0	4	1	0	5	23
04:45 AM	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	2	0	2	0	0	8	2	0	10	20
Total	0	0	0	0	0	0	0	5	29	0	0	34	0	1	0	5	0	6	0	0	19	3	0	22	62
05:00 AM	0	0	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	0	0	0	14	3	0	17	32
05:15 AM	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	1	0	1	0	0	8	1	0	9	26
05:30 AM	0	0	0	0	0	0	0	2	16	0	0	18	0	0	0	1	0	1	0	0	18	0	0	18	37
05:45 AM	0	0	0	0	0	0	0	3	24	0	0	27	0	0	0	2	0	2	0	0	31	2	0	33	62
Total	0	0	0	0	0	0	0	7	69	0	0	76	0	0	0	4	0	4	0	0	71	6	0	77	157
06:00 AM	0	0	0	0	0	0	0	3	26	0	0	29	0	2	0	2	0	4	0	0	26	1	0	27	60
06:15 AM	0	0	0	0	0	0	0	4	56	0	0	60	0	0	0	2	0	2	0	0	51	0	0	51	113
06:30 AM	0	0	0	0	0	0	0	5	62	0	0	67	0	1	0	2	0	3	0	0	71	0	0	71	141
06:45 AM	0	0	0	0	0	0	0	15	84	0	0	99	0	2	0	5	0	7	0	0	72	3	0	75	181
Total	0	0	0	0	0	0	0	27	228	0	0	255	0	5	0	11	0	16	0	0	220	4	0	224	495
07:00 AM	0	0	0	0	0	0	1	11	68	0	0	80	0	1	0	11	0	12	0	0	60	3	1	64	156
07:15 AM	0	0	0	0	0	0	0	8	84	0	0	92	0	0	0	8	0	8	0	0	99	3	0	102	202
07:30 AM	0	0	0	0	0	0	0	7	94	0	0	101	0	1	0	12	0	13	0	0	123	3	0	126	240

TRAFFIC DATA INC.

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
Site Code : 8
Start Date : 7/25/2018
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CSAH 38 & Aldrich Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	18	104	0	0	122	0	2	0	12	0	14	0	0	118	4	0	122	258
Total	0	0	0	0	0	0	1	44	350	0	0	395	0	4	0	43	0	47	0	0	400	13	1	414	856
08:00 AM	0	0	0	0	0	0	0	16	75	0	0	91	1	5	0	18	0	24	0	0	83	2	0	85	200
08:15 AM	0	0	0	0	0	0	0	18	101	0	0	119	0	5	0	16	0	21	0	0	98	2	0	100	240
08:30 AM	0	0	0	0	0	0	0	24	87	0	0	111	0	3	0	12	0	15	0	0	81	5	0	86	212
08:45 AM	0	0	0	0	0	0	0	22	98	0	0	120	0	2	0	14	0	16	0	0	105	7	0	112	248
Total	0	0	0	0	0	0	0	80	361	0	0	441	1	15	0	60	0	76	0	0	367	16	0	383	900
09:00 AM	0	0	0	0	0	0	0	19	115	0	0	134	0	4	0	14	0	18	0	0	87	7	0	94	246
09:15 AM	0	0	0	0	0	0	0	39	80	0	0	119	0	4	0	29	0	33	0	0	82	7	0	89	241
09:30 AM	0	0	0	0	0	0	0	30	93	0	0	123	0	9	0	29	0	38	0	0	92	13	0	105	266
09:45 AM	0	0	0	0	0	0	0	39	125	0	0	164	0	9	0	40	0	49	0	0	93	12	0	105	318
Total	0	0	0	0	0	0	0	127	413	0	0	540	0	26	0	112	0	138	0	0	354	39	0	393	1071
10:00 AM	0	0	0	0	0	0	1	29	94	0	0	124	1	14	0	21	0	36	0	0	90	15	0	105	265
10:15 AM	0	0	0	0	0	0	0	48	108	0	0	156	1	13	0	58	0	72	0	0	113	11	0	124	352
10:30 AM	0	0	0	0	0	0	0	33	108	0	0	141	0	10	0	32	0	42	0	0	130	11	0	141	324
10:45 AM	0	0	0	0	0	0	0	46	130	0	4	180	0	8	0	41	0	49	0	0	115	15	0	130	359
Total	0	0	0	0	0	0	1	156	440	0	4	601	2	45	0	152	0	199	0	0	448	52	0	500	1300
11:00 AM	0	0	0	0	0	0	0	48	123	0	0	171	0	11	0	39	0	50	0	0	127	15	0	142	363
11:15 AM	0	0	0	0	0	0	0	43	131	0	0	174	0	13	0	53	1	67	0	0	113	18	0	131	372
11:30 AM	0	0	0	0	0	0	0	46	122	0	0	168	0	18	0	64	1	83	0	0	124	12	1	137	388
11:45 AM	0	0	0	0	0	0	0	56	136	0	0	192	0	18	0	57	0	75	0	0	143	20	0	163	430
Total	0	0	0	0	0	0	0	193	512	0	0	705	0	60	0	213	2	275	0	0	507	65	1	573	1553
12:00 PM	0	0	0	0	0	0	0	49	146	0	0	195	0	9	0	66	0	75	0	0	143	14	0	157	427
12:15 PM	0	0	0	0	0	0	1	63	150	0	0	214	0	14	0	57	0	71	0	0	144	23	0	167	452
12:30 PM	0	0	0	0	0	0	0	58	124	0	0	182	0	17	0	60	0	77	0	0	123	19	0	142	401
12:45 PM	0	0	0	0	0	0	1	62	156	0	0	219	0	19	0	68	0	87	0	0	162	16	0	178	484
Total	0	0	0	0	0	0	2	232	576	0	0	810	0	59	0	251	0	310	0	0	572	72	0	644	1764
01:00 PM	0	0	0	0	0	0	0	60	139	0	0	199	0	28	0	71	0	99	0	0	124	19	0	143	441
01:15 PM	0	0	0	0	0	0	1	39	143	0	0	183	0	15	0	63	0	78	0	0	144	23	0	167	428
01:30 PM	0	0	0	0	0	0	0	36	115	0	0	151	1	18	0	54	1	74	0	0	137	12	0	149	374
01:45 PM	0	0	0	0	0	0	0	55	143	0	0	198	0	11	0	67	0	78	0	0	129	13	0	142	418
Total	0	0	0	0	0	0	1	190	540	0	0	731	1	72	0	255	1	329	0	0	534	67	0	601	1661
02:00 PM	0	0	0	0	0	0	0	48	156	0	0	204	0	21	0	75	0	96	0	0	146	15	0	161	461
02:15 PM	0	0	0	0	0	0	0	53	136	0	1	190	0	19	0	74	1	94	0	0	140	12	0	152	436
02:30 PM	0	0	0	0	0	0	0	50	122	0	0	172	0	17	0	67	0	84	0	0	147	16	0	163	419
02:45 PM	0	0	0	0	0	0	1	59	144	0	0	204	0	16	0	61	0	77	0	0	161	19	0	180	461
Total	0	0	0	0	0	0	1	210	558	0	1	770	0	73	0	277	1	351	0	0	594	62	0	656	1777

TRAFFIC DATA INC.

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
Site Code : 8
Start Date : 7/25/2018
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CSAH 38 & Aldrich Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	52	155	0	0	207	0	16	0	71	0	87	0	0	138	17	0	155	449
03:15 PM	0	0	0	0	0	0	0	45	161	0	0	206	0	17	0	76	0	93	0	0	184	19	1	204	503
03:30 PM	0	0	0	0	0	0	0	56	165	0	0	221	1	17	0	54	0	72	0	0	166	17	0	183	476
03:45 PM	0	0	0	0	0	0	0	52	171	0	1	224	0	18	0	65	0	83	0	0	165	14	1	180	487
Total	0	0	0	0	0	0	0	205	652	0	1	858	1	68	0	266	0	335	0	0	653	67	2	722	1915
04:00 PM	0	0	0	0	0	0	0	48	225	0	0	273	0	17	0	83	4	104	0	0	180	23	2	205	582
04:15 PM	0	0	0	0	0	0	0	62	201	0	0	263	0	28	0	63	1	92	0	0	175	22	0	197	552
04:30 PM	0	0	0	0	0	0	0	56	194	0	1	251	1	25	0	89	0	115	0	0	180	18	1	199	565
04:45 PM	0	0	0	0	0	0	2	68	189	0	0	259	0	18	0	91	0	109	0	0	177	19	0	196	564
Total	0	0	0	0	0	0	2	234	809	0	1	1046	1	88	0	326	5	420	0	0	712	82	3	797	2263
05:00 PM	0	0	0	0	0	0	1	56	226	0	3	286	0	26	0	83	0	109	0	0	185	19	1	205	600
05:15 PM	0	0	0	0	0	0	0	68	211	0	1	280	0	24	0	76	1	101	0	0	197	29	0	226	607
05:30 PM	0	0	0	0	0	0	0	57	175	0	0	232	0	21	0	80	2	103	0	0	182	18	0	200	535
05:45 PM	0	0	0	0	0	0	1	54	169	0	0	224	0	19	0	65	0	84	0	0	155	15	2	172	480
Total	0	0	0	0	0	0	2	235	781	0	4	1022	0	90	0	304	3	397	0	0	719	81	3	803	2222
06:00 PM	0	0	0	0	0	0	0	42	179	0	0	221	0	17	0	63	0	80	0	0	150	16	0	166	467
06:15 PM	0	0	0	0	0	0	0	66	137	0	0	203	1	20	0	69	0	90	0	0	146	18	2	166	459
06:30 PM	0	0	0	0	0	0	0	44	105	0	0	149	1	18	0	48	0	67	0	0	139	21	0	160	376
06:45 PM	0	0	0	0	0	0	0	31	127	0	0	158	0	23	0	81	0	104	0	0	105	14	0	119	381
Total	0	0	0	0	0	0	0	183	548	0	0	731	2	78	0	261	0	341	0	0	540	69	2	611	1683
07:00 PM	0	0	0	0	0	0	0	48	117	0	0	165	0	23	0	83	0	106	0	0	95	10	0	105	376
07:15 PM	0	0	0	0	0	0	0	29	94	0	0	123	1	21	0	67	0	89	0	0	60	21	0	81	293
07:30 PM	0	0	0	0	0	0	0	35	97	0	0	132	0	18	0	66	0	84	1	0	52	30	1	84	300
07:45 PM	0	0	0	0	0	0	0	23	77	0	0	100	0	16	0	82	2	100	0	0	59	26	1	86	286
Total	0	0	0	0	0	0	0	135	385	0	0	520	1	78	0	298	2	379	1	0	266	87	2	356	1255
08:00 PM	0	0	0	0	0	0	0	36	74	0	0	110	0	20	0	65	0	85	0	0	47	19	0	66	261
08:15 PM	0	0	0	0	0	0	0	32	72	0	0	104	0	13	0	69	0	82	0	0	39	15	0	54	240
08:30 PM	0	0	0	0	0	0	0	31	80	0	2	113	0	16	0	59	0	75	1	0	26	6	0	33	221
08:45 PM	0	0	0	0	0	0	0	24	76	0	0	100	0	14	0	66	0	80	0	0	30	16	0	46	226
Total	0	0	0	0	0	0	0	123	302	0	2	427	0	63	0	259	0	322	1	0	142	56	0	199	948
09:00 PM	0	0	0	0	0	0	1	13	72	0	0	86	0	3	0	44	0	47	0	0	36	15	0	51	184
09:15 PM	0	0	0	0	0	0	0	10	42	0	0	52	0	9	0	42	0	51	0	0	29	4	2	35	138
09:30 PM	0	0	0	0	0	0	0	13	46	0	0	59	0	14	0	26	0	40	2	0	21	14	2	39	138
09:45 PM	0	0	0	0	0	0	1	8	33	0	0	42	0	6	0	33	0	39	0	0	24	8	0	32	113
Total	0	0	0	0	0	0	2	44	193	0	0	239	0	32	0	145	0	177	2	0	110	41	4	157	573
10:00 PM	0	0	0	0	0	0	0	5	40	0	0	45	0	4	0	32	0	36	0	0	23	10	0	33	114
10:15 PM	0	0	0	0	0	0	0	11	26	0	0	37	1	4	0	22	0	27	0	0	9	4	0	13	77
10:30 PM	0	0	0	0	0	0	0	6	28	0	0	34	1	2	0	17	0	20	0	0	14	6	0	20	74

TRAFFIC DATA INC.

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Site Code : 8
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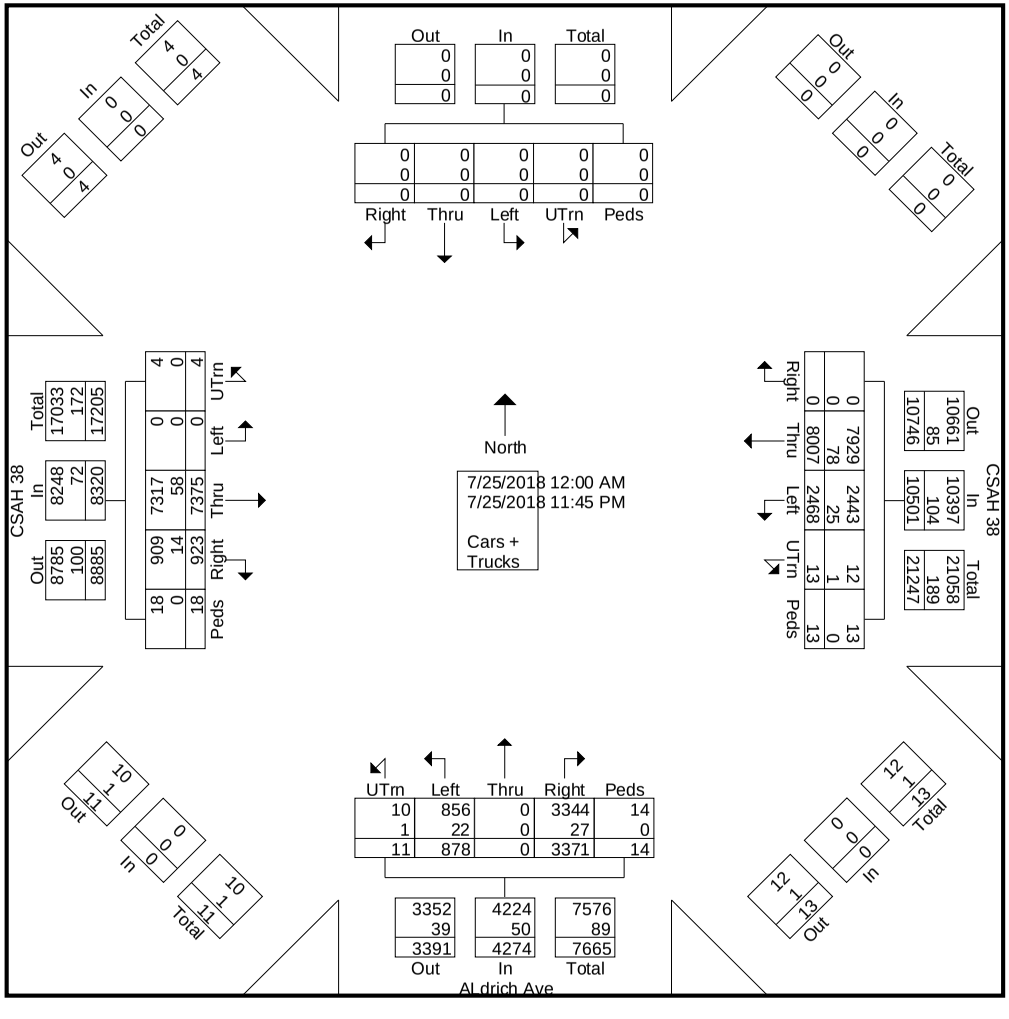
CSAH 38 & Aldrich Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	0	0	0	0	0	0	2	30	0	0	32	0	5	0	17	0	22	0	0	8	2	0	10	64
Total	0	0	0	0	0	0	0	24	124	0	0	148	2	15	0	88	0	105	0	0	54	22	0	76	329
11:00 PM	0	0	0	0	0	0	0	3	39	0	0	42	0	2	0	11	0	13	0	0	11	2	0	13	68
11:15 PM	0	0	0	0	0	0	0	1	14	0	0	15	0	1	0	8	0	9	0	0	6	5	0	11	35
11:30 PM	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	5	0	5	0	0	3	6	0	9	28
11:45 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	3	0	4	0	0	8	3	0	11	26
Total	0	0	0	0	0	0	0	6	76	0	0	82	0	4	0	27	0	31	0	0	28	16	0	44	157
Grand Total	0	0	0	0	0	0	13	2468	8007	0	13	10501	11	878	0	3371	14	4274	4	0	7375	923	18	8320	23095
Apprch %	0	0	0	0	0		0.1	23.5	76.2	0	0.1		0.3	20.5	0	78.9	0.3		0	0	88.6	11.1	0.2		
Total %	0	0	0	0	0	0	0.1	10.7	34.7	0	0.1	45.5	0	3.8	0	14.6	0.1	18.5	0	0	31.9	4	0.1	36	
Cars +	0	0	0	0	0	0	12	2443	7929	0	13	10397	10	856	0	3344	14	4224	4	0	7317	909	18	8248	22869
% Cars +	0	0	0	0	0	0	92.3	99	99	0	100	99	90.9	97.5	0	99.2	100	98.8	100	0	99.2	98.5	100	99.1	99
Trucks	0	0	0	0	0	0	1	25	78	0	0	104	1	22	0	27	0	50	0	0	58	14	0	72	226
% Trucks	0	0	0	0	0	0	7.7	1	1	0	0	1	9.1	2.5	0	0.8	0	1.2	0	0	0.8	1.5	0	0.9	1

CSAH 38 & Aldrich Ave
Burnsville, MN

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
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TRAFFIC DATA INC.

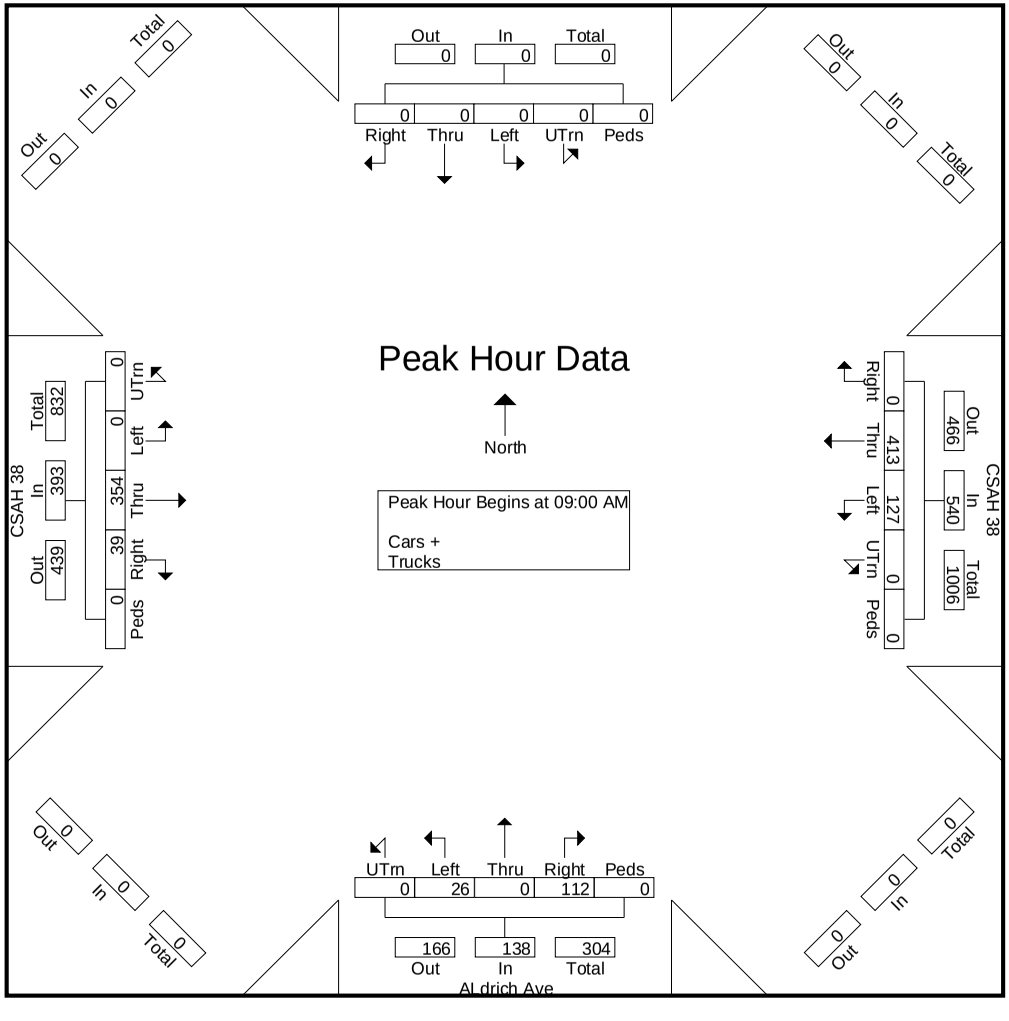
File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
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CSAH 38 & Aldrich Ave
Burnsville, MN

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 09:00 AM																									
09:00 AM	0	0	0	0	0	0	0	19	115	0	0	134	0	4	0	14	0	18	0	0	87	7	0	94	246
09:15 AM	0	0	0	0	0	0	0	39	80	0	0	119	0	4	0	29	0	33	0	0	82	7	0	89	241
09:30 AM	0	0	0	0	0	0	0	30	93	0	0	123	0	9	0	29	0	38	0	0	92	13	0	105	266
09:45 AM	0	0	0	0	0	0	0	39	125	0	0	164	0	9	0	40	0	49	0	0	93	12	0	105	318
Total Volume	0	0	0	0	0	0	0	127	413	0	0	540	0	26	0	112	0	138	0	0	354	39	0	393	1071
% App. Total	0	0	0	0	0		0	23.5	76.5	0	0		0	18.8	0	81.2	0		0	0	90.1	9.9	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.814	.826	.000	.000	.823	.000	.722	.000	.700	.000	.704	.000	.000	.952	.750	.000	.936	.842

CSAH 38 & Aldrich Ave
Burnsville, MN

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
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TRAFFIC DATA INC.

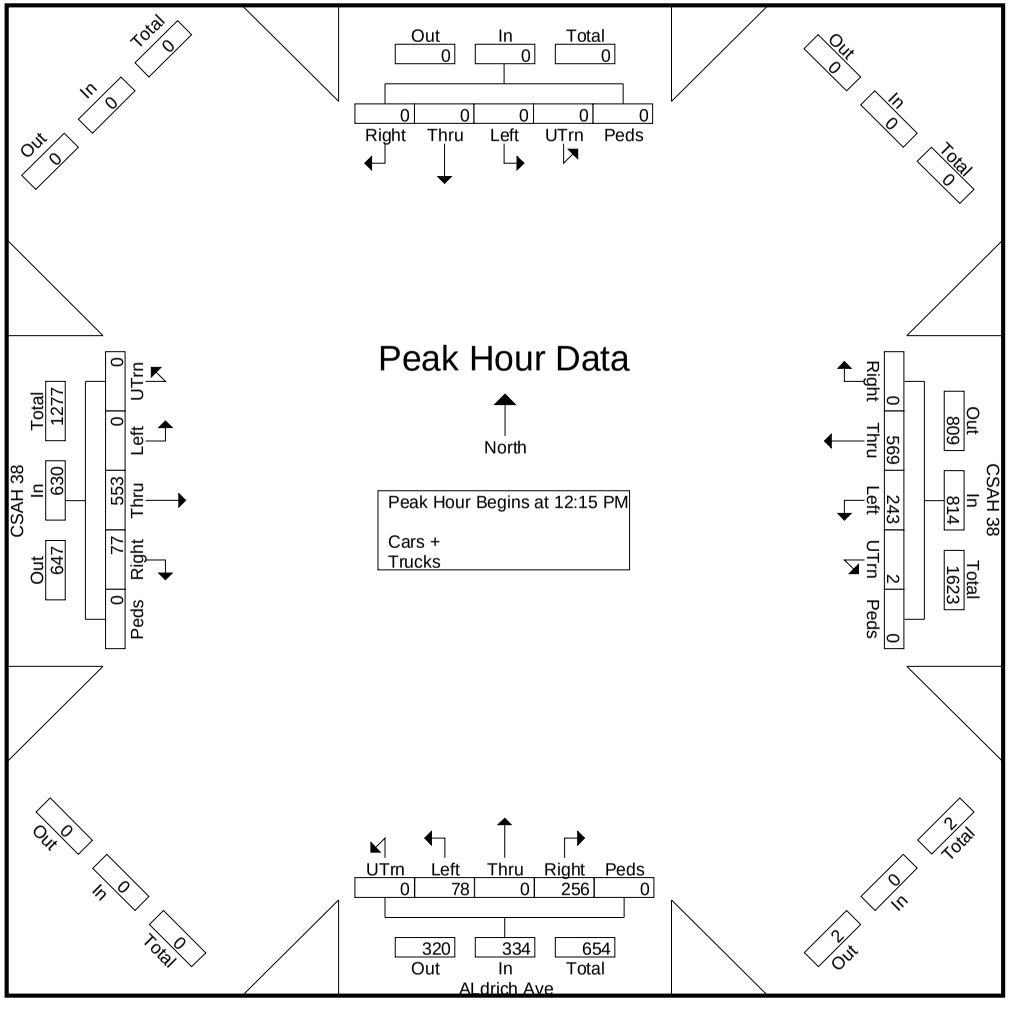
File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
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CSAH 38 & Aldrich Ave
Burnsville, MN

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:15 PM																									
12:15 PM	0	0	0	0	0	0	1	63	150	0	0	214	0	14	0	57	0	71	0	0	144	23	0	167	452
12:30 PM	0	0	0	0	0	0	0	58	124	0	0	182	0	17	0	60	0	77	0	0	123	19	0	142	401
12:45 PM	0	0	0	0	0	0	1	62	156	0	0	219	0	19	0	68	0	87	0	0	162	16	0	178	484
01:00 PM	0	0	0	0	0	0	0	60	139	0	0	199	0	28	0	71	0	99	0	0	124	19	0	143	441
Total Volume	0	0	0	0	0	0	2	243	569	0	0	814	0	78	0	256	0	334	0	0	553	77	0	630	1778
% App. Total	0	0	0	0	0		0.2	29.9	69.9	0	0		0	23.4	0	76.6	0		0	0	87.8	12.2	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.964	.912	.000	.000	.929	.000	.696	.000	.901	.000	.843	.000	.000	.853	.837	.000	.885	.918

CSAH 38 & Aldrich Ave
Burnsville, MN

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
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TRAFFIC DATA INC.

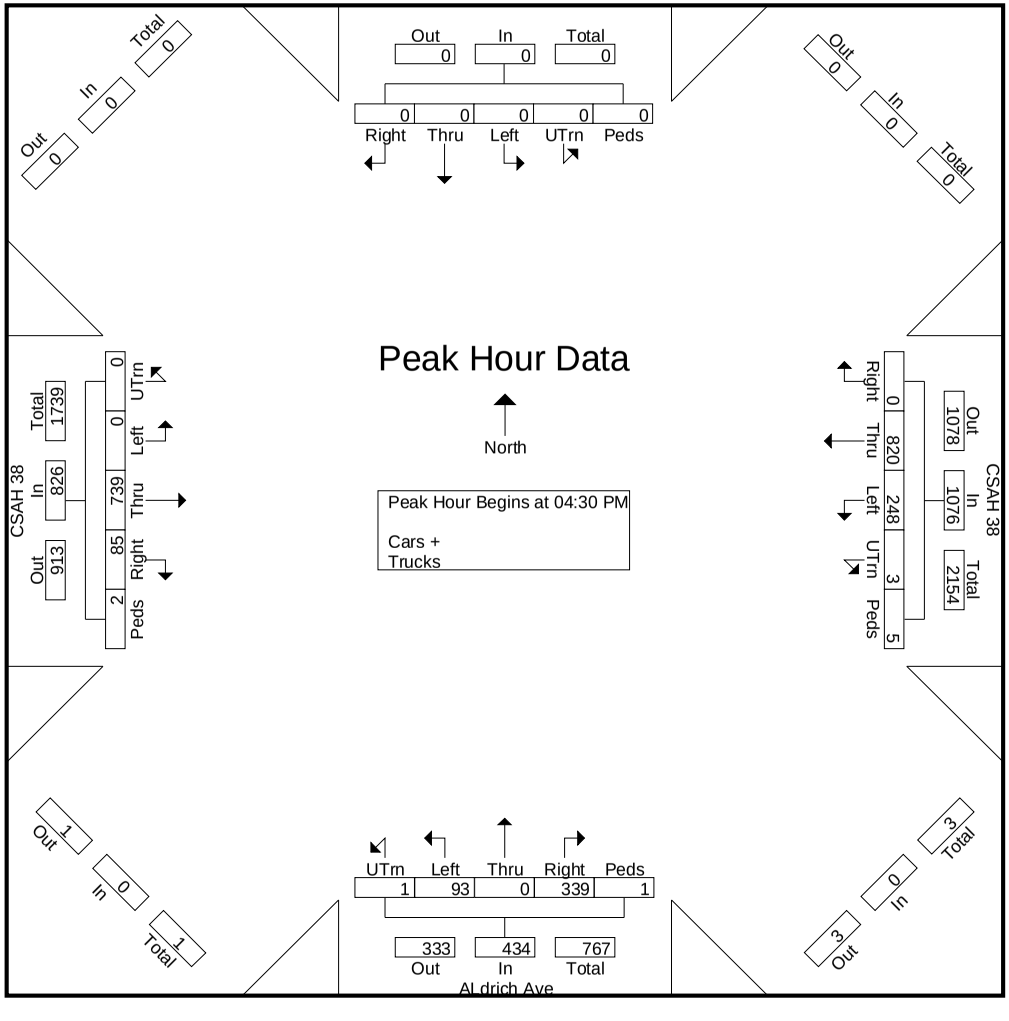
File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
Site Code : 8
Start Date : 7/25/2018
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CSAH 38 & Aldrich Ave
Burnsville, MN

	Southbound						CSAH 38 Westbound						ALdrich Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	0	0	0	56	194	0	1	251	1	25	0	89	0	115	0	0	180	18	1	199	565
04:45 PM	0	0	0	0	0	0	2	68	189	0	0	259	0	18	0	91	0	109	0	0	177	19	0	196	564
05:00 PM	0	0	0	0	0	0	1	56	226	0	3	286	0	26	0	83	0	109	0	0	185	19	1	205	600
05:15 PM	0	0	0	0	0	0	0	68	211	0	1	280	0	24	0	76	1	101	0	0	197	29	0	226	607
Total Volume	0	0	0	0	0	0	3	248	820	0	5	1076	1	93	0	339	1	434	0	0	739	85	2	826	2336
% App. Total	0	0	0	0	0		0.3	23	76.2	0	0.5		0.2	21.4	0	78.1	0.2		0	0	89.5	10.3	0.2		
PHF	.000	.000	.000	.000	.000	.000	.375	.912	.907	.000	.417	.941	.250	.894	.000	.931	.250	.943	.000	.000	.938	.733	.500	.914	.962

CSAH 38 & Aldrich Ave
Burnsville, MN

File Name : 8 - CSAH 38 & Aldrich Ave, 7-25-18
Site Code : 8
Start Date : 7/25/2018
Page No : 11



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 1

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	1	1	0	0	8	0	0	8	18
12:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	1	0	1	0	0	5	0	0	5	19
12:30 AM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	1	0	1	0	0	3	0	0	3	13
12:45 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8
Total	0	0	0	0	0	0	0	3	30	0	0	33	0	0	0	2	1	3	0	0	22	0	0	22	58
01:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5
01:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6
01:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
01:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	7	0	0	7	16
02:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	0	0	2	0	0	2	7
02:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	0	1	0	0	4	1	0	5	8
02:30 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	2	8	0	0	10	0	0	0	2	0	2	0	0	9	1	0	10	22
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
03:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
03:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	0	0	4	0	0	4	9
03:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	7	0	0	7	1	2	0	0	0	3	0	0	12	1	0	13	23
04:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6
04:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
04:30 AM	0	0	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	0	0	3	1	0	4	11
04:45 AM	0	0	0	0	0	0	0	5	8	0	0	13	0	0	0	0	0	0	0	0	5	2	0	7	20
Total	0	0	0	0	0	0	0	8	16	0	0	24	0	0	0	0	0	0	0	0	13	3	0	16	40
05:00 AM	0	0	0	0	0	0	0	3	8	0	0	11	0	1	0	0	0	1	0	0	11	1	0	12	24
05:15 AM	0	0	0	0	0	0	0	2	16	0	0	18	0	0	0	0	0	0	0	0	10	1	0	11	29
05:30 AM	0	0	0	0	0	0	0	2	18	0	0	20	0	2	0	0	0	2	0	0	17	3	0	20	42
05:45 AM	0	0	0	0	0	0	0	1	27	0	0	28	0	0	0	2	0	2	0	0	28	3	0	31	61
Total	0	0	0	0	0	0	0	8	69	0	0	77	0	3	0	2	0	5	0	0	66	8	0	74	156
06:00 AM	0	0	0	0	0	0	0	4	28	0	0	32	0	1	0	2	0	3	0	0	32	3	0	35	70
06:15 AM	0	0	0	0	0	0	0	9	49	0	0	58	0	0	0	2	0	2	0	0	54	6	0	60	120
06:30 AM	0	0	0	0	0	0	1	6	46	0	0	53	0	1	0	6	2	9	0	0	55	7	0	62	124
06:45 AM	0	0	0	0	0	0	1	14	72	0	0	87	0	2	0	6	0	8	0	0	99	6	0	105	200
Total	0	0	0	0	0	0	2	33	195	0	0	230	0	4	0	16	2	22	0	0	240	22	0	262	514
07:00 AM	0	0	0	0	0	0	1	10	79	0	0	90	0	3	0	13	0	16	0	0	110	7	0	117	223
07:15 AM	0	0	0	0	0	0	0	11	111	0	0	122	1	3	0	13	0	17	0	0	122	12	0	134	273
07:30 AM	0	0	0	0	0	0	0	19	99	0	0	118	0	6	0	9	0	15	0	0	131	6	0	137	270
07:45 AM	0	0	0	0	0	0	0	19	115	0	0	134	0	5	0	16	0	21	0	0	156	14	0	170	325
Total	0	0	0	0	0	0	1	59	404	0	0	464	1	17	0	51	0	69	0	0	519	39	0	558	1091

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 2

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
08:00 AM	0	0	0	0	0	0	0	10	91	0	0	101	0	2	0	10	0	12	0	0	132	8	0	140	253
08:15 AM	0	0	0	0	0	0	0	24	75	0	0	99	0	6	0	17	0	23	0	0	118	10	0	128	250
08:30 AM	0	0	0	0	0	0	1	6	85	0	0	92	0	4	0	11	0	15	0	0	85	10	0	95	202
08:45 AM	0	0	0	0	0	0	0	10	93	0	0	103	0	6	0	20	0	26	0	0	109	11	0	120	249
Total	0	0	0	0	0	0	1	50	344	0	0	395	0	18	0	58	0	76	0	0	444	39	0	483	954
09:00 AM	0	0	0	0	0	0	0	29	76	0	0	105	0	4	0	19	0	23	0	0	94	12	0	106	234
09:15 AM	0	0	0	0	0	0	0	21	71	0	0	92	1	5	0	17	0	23	0	0	92	14	0	106	221
09:30 AM	0	0	0	0	0	0	1	26	95	0	0	122	1	9	0	13	0	23	0	0	73	12	0	85	230
09:45 AM	0	0	0	0	0	0	0	24	71	0	0	95	0	11	0	10	0	21	0	0	79	17	0	96	212
Total	0	0	0	0	0	0	1	100	313	0	0	414	2	29	0	59	0	90	0	0	338	55	0	393	897
10:00 AM	0	0	0	0	0	0	1	42	70	0	0	113	0	8	0	16	0	24	0	0	81	7	0	88	225
10:15 AM	0	0	0	0	0	0	0	38	66	0	0	104	1	8	0	30	0	39	0	0	79	10	0	89	232
10:30 AM	0	0	0	0	0	0	0	37	76	0	0	113	0	8	0	35	0	43	0	0	95	24	0	119	275
10:45 AM	0	0	0	0	0	0	0	37	86	0	0	123	1	13	0	53	1	68	0	0	80	14	0	94	285
Total	0	0	0	0	0	0	1	154	298	0	0	453	2	37	0	134	1	174	0	0	335	55	0	390	1017
11:00 AM	0	0	0	0	0	0	0	37	89	0	0	126	0	9	0	35	0	44	0	0	90	19	0	109	279
11:15 AM	0	0	0	0	0	0	1	57	97	0	1	156	1	13	0	41	0	55	0	0	74	22	0	96	307
11:30 AM	0	0	0	0	0	0	0	31	89	0	0	120	1	12	0	39	0	52	0	0	90	16	0	106	278
11:45 AM	0	0	0	0	0	0	0	51	99	0	0	150	0	11	0	37	0	48	0	0	113	17	0	130	328
Total	0	0	0	0	0	0	1	176	374	0	1	552	2	45	0	152	0	199	0	0	367	74	0	441	1192
12:00 PM	0	0	0	0	0	0	0	46	96	0	0	142	0	16	0	52	0	68	0	0	70	17	0	87	297
12:15 PM	0	0	0	0	0	0	0	47	94	0	0	141	1	8	0	46	0	55	0	0	82	24	0	106	302
12:30 PM	0	0	0	0	0	0	1	42	93	0	0	136	0	10	0	46	0	56	0	0	93	14	0	107	299
12:45 PM	0	0	0	0	0	0	0	37	93	0	0	130	0	16	0	81	0	97	0	0	103	20	0	123	350
Total	0	0	0	0	0	0	1	172	376	0	0	549	1	50	0	225	0	276	0	0	348	75	0	423	1248
01:00 PM	0	0	0	0	0	0	2	33	100	0	0	135	2	8	0	50	0	60	0	0	87	7	0	94	289
01:15 PM	0	0	0	0	0	0	0	43	101	0	0	144	1	13	0	41	0	55	0	0	104	15	0	119	318
01:30 PM	0	0	0	0	0	0	0	36	76	0	0	112	1	12	0	48	1	62	0	0	91	11	0	102	276
01:45 PM	0	0	0	0	0	0	0	34	91	0	0	125	0	8	0	43	0	51	0	0	103	20	0	123	299
Total	0	0	0	0	0	0	2	146	368	0	0	516	4	41	0	182	1	228	0	0	385	53	0	438	1182
02:00 PM	0	0	0	0	0	0	0	35	94	0	0	129	0	10	0	54	0	64	0	0	97	11	0	108	301
02:15 PM	0	0	0	0	0	0	0	54	120	0	0	174	0	10	0	38	0	48	1	0	119	22	0	142	364
02:30 PM	0	0	0	0	0	0	0	44	131	0	0	175	0	14	0	45	0	59	0	0	93	11	0	104	338
02:45 PM	0	0	0	0	0	0	0	30	106	0	0	136	0	12	0	42	0	54	0	0	121	14	0	135	325
Total	0	0	0	0	0	0	0	163	451	0	0	614	0	46	0	179	0	225	1	0	430	58	0	489	1328
03:00 PM	0	0	0	0	0	0	1	40	137	0	0	178	3	14	0	49	0	66	0	0	100	14	0	114	358
03:15 PM	0	0	0	0	0	0	2	35	95	0	0	132	1	14	0	54	0	69	0	0	131	9	0	140	341
03:30 PM	0	0	0	0	0	0	1	42	159	0	0	202	1	16	0	47	0	64	0	0	92	7	0	99	365
03:45 PM	0	0	0	0	0	0	0	57	139	0	0	196	2	12	0	53	0	67	0	0	152	20	0	172	435
Total	0	0	0	0	0	0	4	174	530	0	0	708	7	56	0	203	0	266	0	0	475	50	0	525	1499

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015

Groups Printed- Cars + - Trucks

	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	43	195	0	0	238	0	17	0	58	0	75	0	0	128	21	0	149	462
04:15 PM	0	0	0	0	0	0	0	52	140	0	0	192	0	13	0	53	0	66	0	0	156	23	0	179	437
04:30 PM	0	0	0	0	0	0	0	45	170	0	0	215	0	15	0	64	0	79	0	0	147	22	0	169	463
04:45 PM	0	0	0	0	0	0	1	38	196	0	0	235	0	11	0	51	0	62	0	0	164	38	0	202	499
Total	0	0	0	0	0	0	1	178	701	0	0	880	0	56	0	226	0	282	0	0	595	104	0	699	1861
05:00 PM	0	0	0	0	0	0	1	51	154	0	0	206	1	11	0	62	0	74	0	0	168	22	0	190	470
05:15 PM	0	0	0	0	0	0	0	57	185	0	0	242	0	11	0	60	0	71	0	0	181	30	0	211	524
05:30 PM	0	0	0	0	0	0	0	51	162	0	0	213	1	16	0	49	0	66	0	0	164	18	0	182	461
05:45 PM	0	0	0	0	0	0	1	50	133	0	0	184	0	11	0	47	0	58	0	0	132	14	0	146	388
Total	0	0	0	0	0	0	2	209	634	0	0	845	2	49	0	218	0	269	0	0	645	84	0	729	1843
06:00 PM	0	0	0	0	0	0	0	37	130	0	0	167	0	15	0	48	0	63	0	0	109	17	0	126	356
06:15 PM	0	0	0	0	0	0	0	41	108	0	0	149	0	11	0	32	0	43	0	0	131	13	0	144	336
06:30 PM	0	0	0	0	0	0	0	25	88	0	0	113	1	9	0	55	0	65	0	0	86	7	0	93	271
06:45 PM	0	0	0	0	0	0	0	31	106	0	0	137	0	20	0	52	0	72	0	0	79	9	0	88	297
Total	0	0	0	0	0	0	0	134	432	0	0	566	1	55	0	187	0	243	0	0	405	46	0	451	1260
07:00 PM	0	0	0	0	0	0	1	18	97	0	0	116	0	8	0	41	0	49	0	0	89	4	0	93	258
07:15 PM	0	0	0	0	0	0	0	13	84	0	0	97	0	4	0	20	0	24	0	0	62	5	0	67	188
07:30 PM	0	0	0	0	0	0	0	19	89	0	0	108	0	4	0	26	0	30	0	0	75	3	0	78	216
07:45 PM	0	0	0	0	0	0	1	17	60	0	0	78	1	10	0	22	0	33	0	0	58	5	0	63	174
Total	0	0	0	0	0	0	2	67	330	0	0	399	1	26	0	109	0	136	0	0	284	17	0	301	836
08:00 PM	0	0	0	0	0	0	2	15	82	0	0	99	0	13	0	18	0	31	0	0	57	3	0	60	190
08:15 PM	0	0	0	0	0	0	0	7	56	0	0	63	0	3	0	26	0	29	0	0	38	4	0	42	134
08:30 PM	0	0	0	0	0	0	0	7	67	0	0	74	0	4	0	12	0	16	0	0	35	3	0	38	128
08:45 PM	0	0	0	0	0	0	2	1	55	0	0	58	0	7	0	9	0	16	0	0	38	1	0	39	113
Total	0	0	0	0	0	0	4	30	260	0	0	294	0	27	0	65	0	92	0	0	168	11	0	179	565
09:00 PM	0	0	0	0	0	0	0	5	35	0	0	40	0	6	0	15	0	21	0	0	36	1	0	37	98
09:15 PM	0	0	0	0	0	0	0	5	55	0	0	60	0	2	0	8	1	11	0	0	34	3	0	37	108
09:30 PM	0	0	0	0	0	0	0	3	49	0	0	52	0	2	0	4	0	6	0	0	36	1	0	37	95
09:45 PM	0	0	0	0	0	0	0	1	34	0	0	35	0	3	0	6	0	9	0	0	28	0	0	28	72
Total	0	0	0	0	0	0	0	14	173	0	0	187	0	13	0	33	1	47	0	0	134	5	0	139	373
10:00 PM	0	0	0	0	0	0	0	0	39	0	0	39	0	2	0	4	0	6	0	0	25	1	0	26	71
10:15 PM	0	0	0	0	0	0	1	0	28	0	0	29	0	0	0	5	0	5	0	0	27	1	0	28	62
10:30 PM	0	0	0	0	0	0	0	0	18	0	0	18	0	5	0	7	0	12	0	0	27	0	0	27	57
10:45 PM	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	0	0	15	1	0	16	28
Total	0	0	0	0	0	0	1	1	96	0	0	98	0	7	0	16	0	23	0	0	94	3	0	97	218
11:00 PM	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	1	0	1	0	0	11	0	0	11	29
11:15 PM	0	0	0	0	0	0	1	1	20	0	0	22	0	0	0	1	0	1	0	0	11	1	0	12	35
11:30 PM	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	2	0	2	0	0	13	1	0	14	28
11:45 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	9	0	0	9	20
Total	0	0	0	0	0	0	1	2	59	0	0	62	0	0	0	4	0	4	0	0	44	2	0	46	112

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 4

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

Groups Printed- Cars + - Trucks

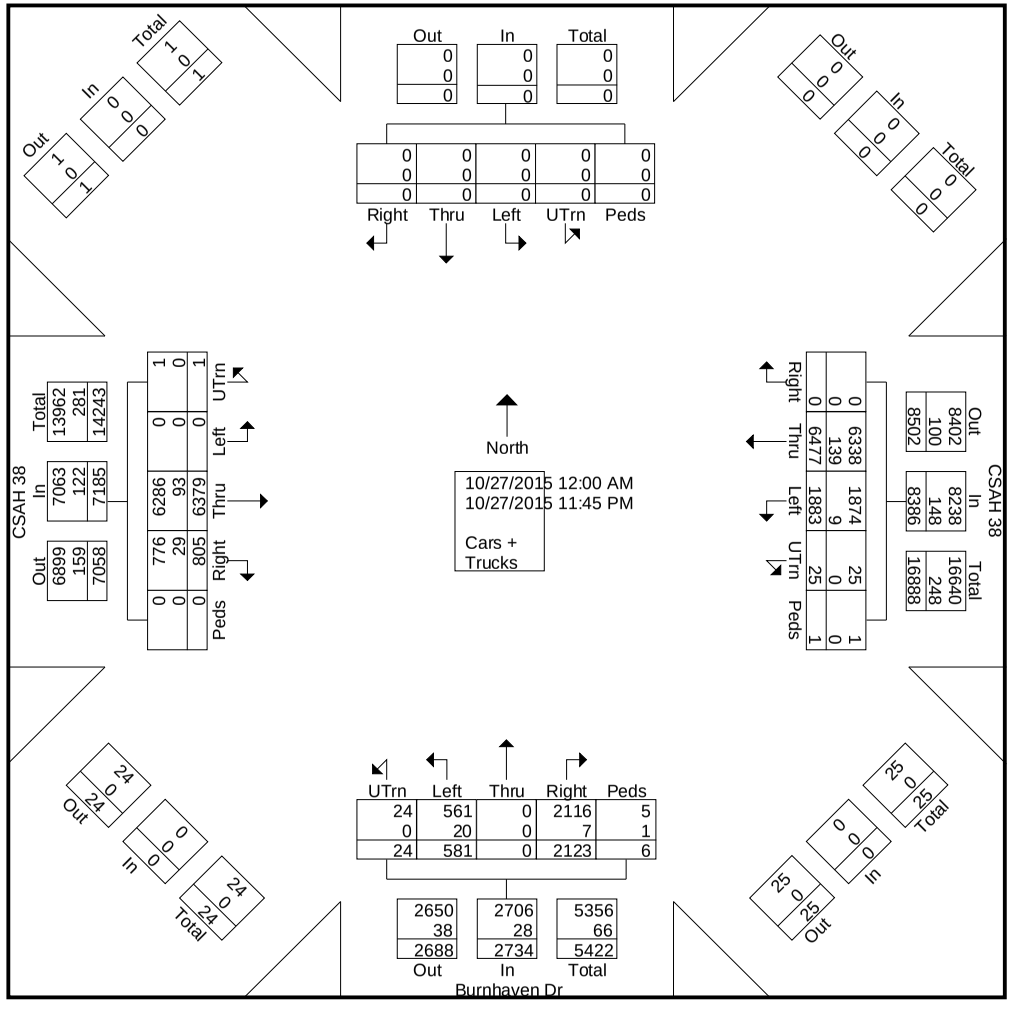
	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Grand Total	0	0	0	0	0	0	25	1883	6477	0	1	8386	24	581	0	2123	6	2734	1	0	6379	805	0	7185	18305
Apprch %	0	0	0	0	0		0.3	22.5	77.2	0	0		0.9	21.3	0	77.7	0.2		0	0	88.8	11.2	0		
Total %	0	0	0	0	0	0	0.1	10.3	35.4	0	0	45.8	0.1	3.2	0	11.6	0	14.9	0	0	34.8	4.4	0	39.3	
Cars +	0	0	0	0	0	0	25	1874	6338	0	1	8238	24	561	0	2116	5	2706	1	0	6286	776	0	7063	18007
% Cars +	0	0	0	0	0	0	100	99.5	97.9	0	100	98.2	100	96.6	0	99.7	83.3	99	100	0	98.5	96.4	0	98.3	98.4
Trucks	0	0	0	0	0	0	0	9	139	0	0	148	0	20	0	7	1	28	0	0	93	29	0	122	298
% Trucks	0	0	0	0	0	0	0	0.5	2.1	0	0	1.8	0	3.4	0	0.3	16.7	1	0	0	1.5	3.6	0	1.7	1.6

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 5

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 6

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

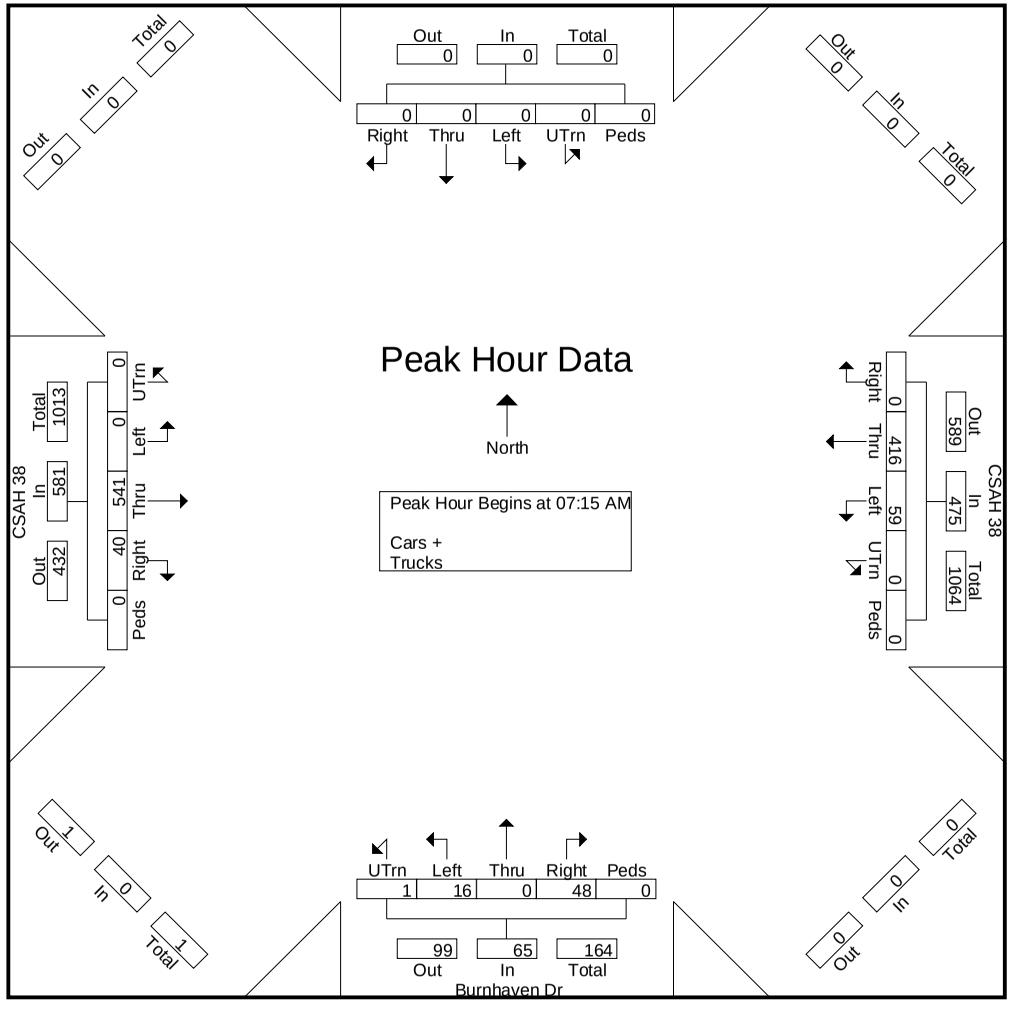
	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	0	0	0	0	0	0	11	111	0	0	122	1	3	0	13	0	17	0	0	122	12	0	134	273
07:30 AM	0	0	0	0	0	0	0	19	99	0	0	118	0	6	0	9	0	15	0	0	131	6	0	137	270
07:45 AM	0	0	0	0	0	0	0	19	115	0	0	134	0	5	0	16	0	21	0	0	156	14	0	170	325
08:00 AM	0	0	0	0	0	0	0	10	91	0	0	101	0	2	0	10	0	12	0	0	132	8	0	140	253
Total Volume	0	0	0	0	0	0	0	59	416	0	0	475	1	16	0	48	0	65	0	0	541	40	0	581	1121
% App. Total	0	0	0	0	0		0	12.4	87.6	0	0		1.5	24.6	0	73.8	0		0	0	93.1	6.9	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.776	.904	.000	.000	.886	.250	.667	.000	.750	.000	.774	.000	.000	.867	.714	.000	.854	.862

Traffic Data Inc

PO Box 16296
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File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 7

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 8

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

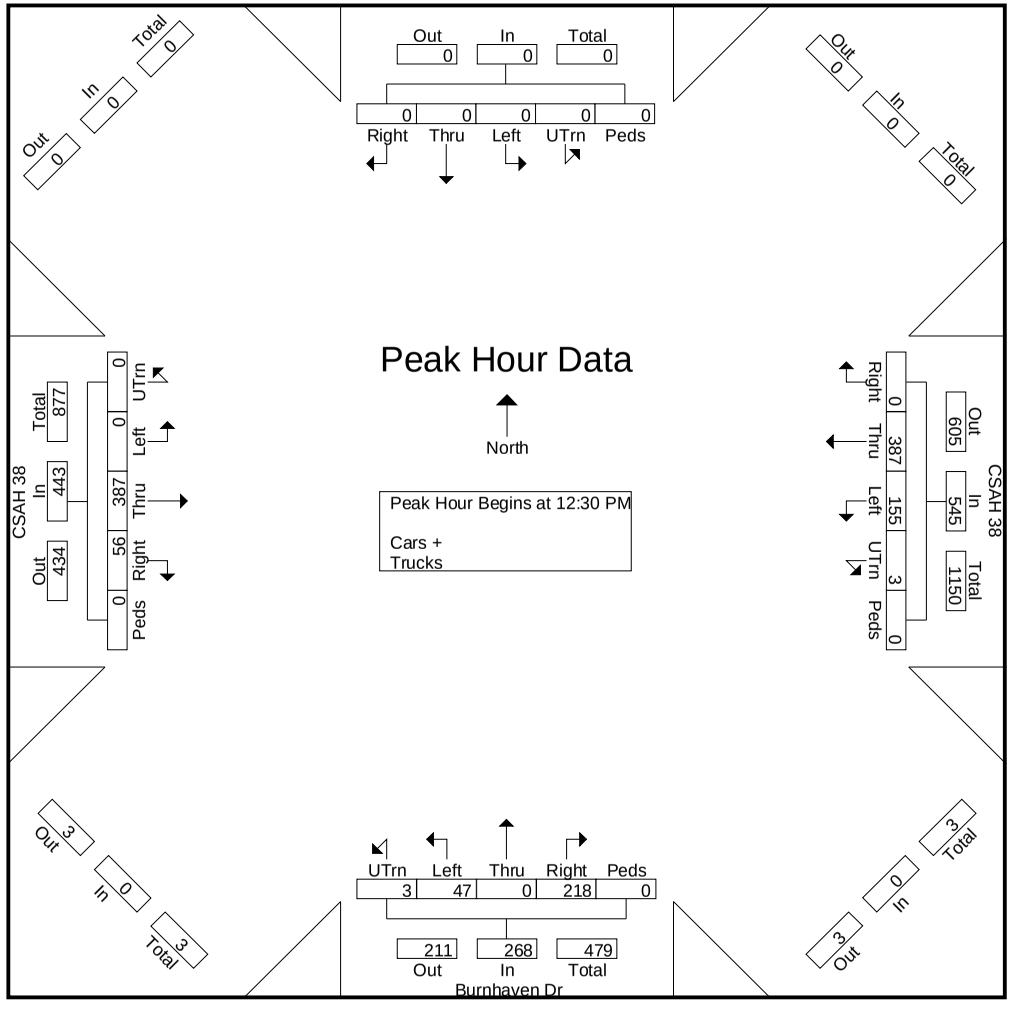
	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	0	0	0	0	0	1	42	93	0	0	136	0	10	0	46	0	56	0	0	93	14	0	107	299
12:45 PM	0	0	0	0	0	0	0	37	93	0	0	130	0	16	0	81	0	97	0	0	103	20	0	123	350
01:00 PM	0	0	0	0	0	0	2	33	100	0	0	135	2	8	0	50	0	60	0	0	87	7	0	94	289
01:15 PM	0	0	0	0	0	0	0	43	101	0	0	144	1	13	0	41	0	55	0	0	104	15	0	119	318
Total Volume	0	0	0	0	0	0	3	155	387	0	0	545	3	47	0	218	0	268	0	0	387	56	0	443	1256
% App. Total	0	0	0	0	0		0.6	28.4	71	0	0		1.1	17.5	0	81.3	0		0	0	87.4	12.6	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.901	.958	.000	.000	.946	.375	.734	.000	.673	.000	.691	.000	.000	.930	.700	.000	.900	.897

Traffic Data Inc

PO Box 16296
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File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 9

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 10

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN

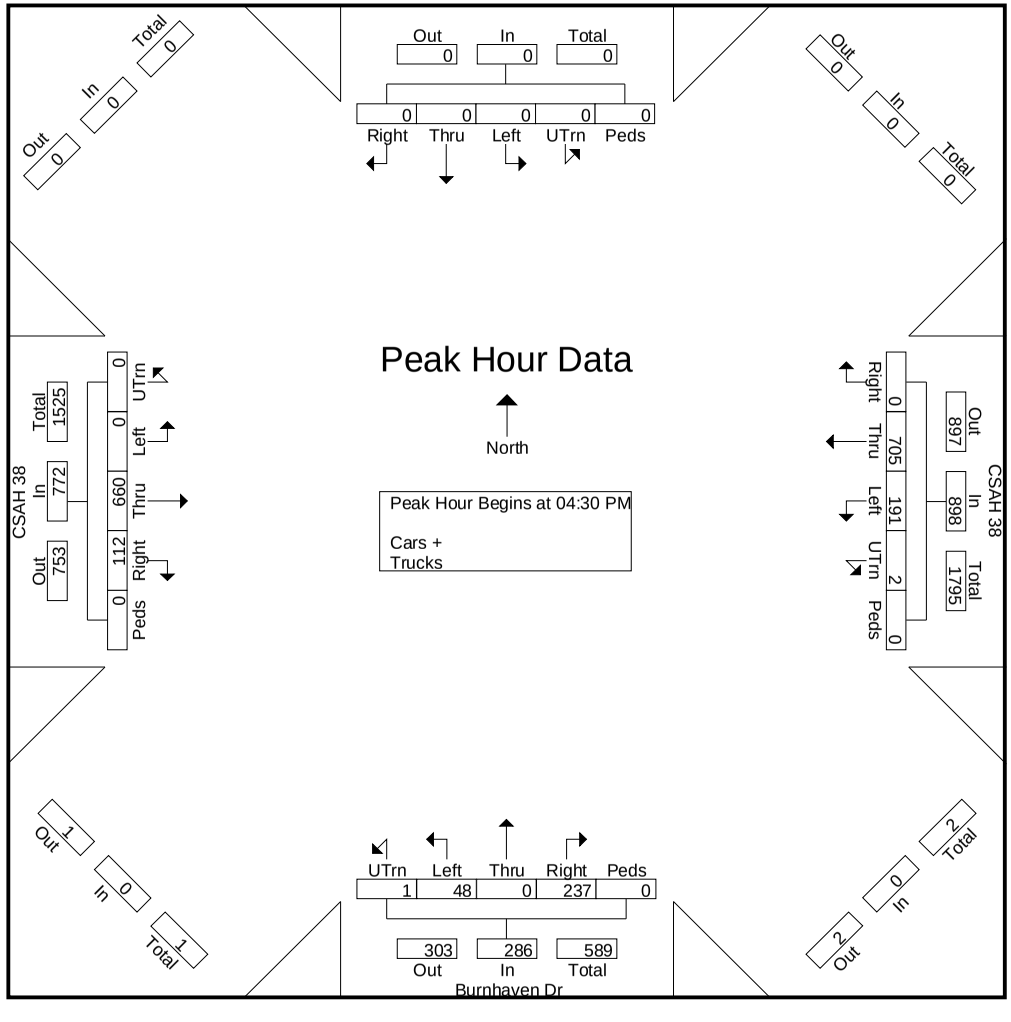
	Southbound						CSAH 38 Westbound						Burnhaven Dr Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:30 PM																									
04:30 PM	0	0	0	0	0	0	0	45	170	0	0	215	0	15	0	64	0	79	0	0	147	22	0	169	463
04:45 PM	0	0	0	0	0	0	1	38	196	0	0	235	0	11	0	51	0	62	0	0	164	38	0	202	499
05:00 PM	0	0	0	0	0	0	1	51	154	0	0	206	1	11	0	62	0	74	0	0	168	22	0	190	470
05:15 PM	0	0	0	0	0	0	0	57	185	0	0	242	0	11	0	60	0	71	0	0	181	30	0	211	524
Total Volume	0	0	0	0	0	0	2	191	705	0	0	898	1	48	0	237	0	286	0	0	660	112	0	772	1956
% App. Total	0	0	0	0	0		0.2	21.3	78.5	0	0		0.3	16.8	0	82.9	0		0	0	85.5	14.5	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.838	.899	.000	.000	.928	.250	.800	.000	.926	.000	.905	.000	.000	.912	.737	.000	.915	.933

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 64 - CSAH 38 & Burnhaven Dr, 10-27-15, 12am-12am
Site Code : 64
Start Date : 10/27/2015
Page No : 11

64 - CSAH 38 & Burnhaven Dr
Burnsville, MN



Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
Page No : 1

CSAH 5 & CSAH 38
Burnsville, MN

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	2	9	0	0	11	0	2	0	5	0	7	0	0	8	6	0	14	0	0	0	2	0	2	34
12:15 AM	0	8	7	2	0	17	0	2	0	3	0	5	0	2	13	12	0	27	0	1	1	2	0	4	53
12:30 AM	0	3	8	1	0	12	0	2	0	2	0	4	0	0	8	1	0	9	0	1	0	3	0	4	29
12:45 AM	0	4	7	0	0	11	0	2	0	3	0	5	1	1	8	4	0	14	0	1	1	0	0	2	32
Total	0	17	31	3	0	51	0	8	0	13	0	21	1	3	37	23	0	64	0	3	2	7	0	12	148
01:00 AM	0	2	8	1	0	11	0	1	0	6	0	7	0	1	3	2	0	6	0	2	0	1	0	3	27
01:15 AM	0	1	3	1	0	5	0	3	0	3	0	6	0	1	5	3	0	9	0	1	0	1	0	2	22
01:30 AM	0	3	6	1	0	10	0	1	0	2	0	3	0	1	4	2	0	7	0	1	0	1	0	2	22
01:45 AM	0	2	1	0	0	3	0	2	0	2	0	4	0	0	2	4	0	6	0	0	0	1	0	1	14
Total	0	8	18	3	0	29	0	7	0	13	0	20	0	3	14	11	0	28	0	4	0	4	0	8	85
02:00 AM	0	2	2	0	0	4	0	4	0	2	0	6	0	0	2	2	0	4	0	1	1	0	0	2	16
02:15 AM	0	1	1	1	0	3	0	4	0	1	0	5	0	0	6	2	0	8	0	1	0	0	0	1	17
02:30 AM	0	0	3	0	0	3	0	1	0	1	0	2	0	0	4	2	0	6	0	0	0	0	0	0	11
02:45 AM	0	1	1	0	0	2	0	3	0	1	0	4	0	0	1	2	0	3	0	0	0	0	0	0	9
Total	0	4	7	1	0	12	0	12	0	5	0	17	0	0	13	8	0	21	0	2	1	0	0	3	53
03:00 AM	0	0	1	0	0	1	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	1	0	1	6
03:15 AM	0	2	5	0	0	7	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	4	0	4	15
03:30 AM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	5	2	0	7	0	0	0	1	0	1	12
03:45 AM	0	2	5	1	0	8	0	1	0	4	0	5	0	0	1	2	0	3	0	1	0	0	0	1	17
Total	0	6	11	1	0	18	0	4	1	6	0	11	0	0	10	4	0	14	0	1	0	6	0	7	50
04:00 AM	0	2	7	0	0	9	0	3	1	1	1	6	0	1	2	1	0	4	0	1	1	2	0	4	23
04:15 AM	0	1	2	1	0	4	0	1	0	1	0	2	0	0	7	4	0	11	0	0	0	2	0	2	19
04:30 AM	0	1	4	1	0	6	0	2	1	6	0	9	0	0	9	5	0	14	0	0	0	1	0	1	30
04:45 AM	0	10	7	0	0	17	0	5	2	7	0	14	0	0	13	3	0	16	0	0	1	2	0	3	50
Total	0	14	20	2	0	36	0	11	4	15	1	31	0	1	31	13	0	45	0	1	2	7	0	10	122
05:00 AM	0	1	11	1	0	13	0	10	0	6	0	16	0	2	11	3	0	16	0	0	2	3	0	5	50
05:15 AM	0	3	11	2	0	16	0	9	1	8	0	18	1	0	19	6	0	26	0	1	0	6	0	7	67
05:30 AM	0	6	24	1	0	31	0	8	0	8	0	16	0	0	24	8	0	32	0	1	0	5	0	6	85
05:45 AM	0	20	21	4	2	47	0	11	0	14	2	27	0	3	31	13	0	47	0	0	0	2	1	3	124
Total	0	30	67	8	2	107	0	38	1	36	2	77	1	5	85	30	0	121	0	2	2	16	1	21	326
06:00 AM	0	14	21	3	0	38	0	13	2	21	0	36	0	0	84	8	0	92	0	2	2	4	0	8	174
06:15 AM	0	13	31	2	1	47	0	20	1	28	0	49	0	1	169	18	0	188	0	3	1	7	1	12	296
06:30 AM	0	31	48	4	1	84	0	25	3	38	1	67	1	2	233	34	0	270	0	4	3	6	2	15	436
06:45 AM	0	39	54	3	1	97	0	38	1	55	0	94	0	1	248	53	0	302	0	5	2	6	1	14	507
Total	0	97	154	12	3	266	0	96	7	142	1	246	1	4	734	113	0	852	0	14	8	23	4	49	1413
07:00 AM	0	31	37	4	2	74	0	42	4	52	0	98	0	1	275	39	0	315	0	9	1	5	0	15	502
07:15 AM	0	56	56	3	0	115	0	70	1	89	1	161	1	4	259	58	0	322	0	5	2	9	0	16	614
07:30 AM	0	51	66	3	1	121	0	78	5	80	0	163	0	6	211	60	0	277	0	3	2	5	0	10	571

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
Page No : 2

CSAH 5 & CSAH 38
Burnsville, MN

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	71	80	4	0	155	0	94	4	79	1	178	0	3	208	67	0	278	0	0	4	4	0	8	619
Total	0	209	239	14	3	465	0	284	14	300	2	600	1	14	953	224	0	1192	0	17	9	23	0	49	2306
08:00 AM	0	47	68	4	0	119	0	79	3	70	1	153	0	0	166	62	0	228	0	3	3	6	0	12	512
08:15 AM	0	56	55	2	0	113	0	66	2	81	1	150	0	2	150	61	0	213	0	7	5	6	0	18	494
08:30 AM	0	51	44	3	2	100	1	63	3	69	0	136	1	3	173	50	0	227	0	4	4	5	1	14	477
08:45 AM	0	69	73	3	0	145	0	51	7	51	0	109	0	3	159	59	0	221	0	5	4	5	1	15	490
Total	0	223	240	12	2	477	1	259	15	271	2	548	1	8	648	232	0	889	0	19	16	22	2	59	1973
09:00 AM	0	46	53	7	1	107	1	58	6	49	1	115	0	7	129	35	0	171	0	2	6	10	1	19	412
09:15 AM	0	48	56	6	4	114	0	37	4	59	0	100	0	2	115	42	0	159	0	2	3	7	2	14	387
09:30 AM	0	61	56	3	1	121	0	37	7	68	0	112	0	6	104	46	0	156	0	9	6	5	1	21	410
09:45 AM	0	47	67	6	1	121	0	34	4	48	1	87	0	7	88	57	1	153	0	2	4	8	0	14	375
Total	0	202	232	22	7	463	1	166	21	224	2	414	0	22	436	180	1	639	0	15	19	30	4	68	1584
10:00 AM	0	46	77	4	2	129	0	40	4	61	0	105	0	8	65	39	0	112	0	9	8	16	3	36	382
10:15 AM	0	45	68	4	0	117	0	32	7	56	2	97	1	6	79	53	0	139	0	7	5	12	0	24	377
10:30 AM	0	54	62	3	0	119	0	46	5	59	1	111	0	4	59	55	0	118	0	6	7	14	0	27	375
10:45 AM	0	35	58	3	0	96	0	42	8	61	1	112	0	11	56	50	0	117	0	5	8	9	1	23	348
Total	0	180	265	14	2	461	0	160	24	237	4	425	1	29	259	197	0	486	0	27	28	51	4	110	1482
11:00 AM	0	44	64	4	0	112	0	41	5	55	2	103	2	4	54	58	0	118	0	7	8	10	0	25	358
11:15 AM	0	58	81	5	0	144	1	47	1	71	0	120	2	5	53	63	0	123	0	6	7	10	0	23	410
11:30 AM	0	59	67	6	1	133	0	56	11	63	1	131	1	9	67	53	1	131	0	6	3	8	1	18	413
11:45 AM	0	59	73	5	5	142	0	74	9	63	3	149	1	6	72	56	0	135	0	13	14	7	1	35	461
Total	0	220	285	20	6	531	1	218	26	252	6	503	6	24	246	230	1	507	0	32	32	35	2	101	1642
12:00 PM	0	53	60	8	0	121	0	59	1	59	2	121	0	8	56	64	0	128	0	7	7	19	2	35	405
12:15 PM	0	54	80	7	0	141	0	68	5	58	2	133	2	8	61	55	1	127	0	8	1	14	0	23	424
12:30 PM	0	54	54	6	2	116	0	56	8	53	1	118	0	11	76	63	0	150	0	6	7	13	2	28	412
12:45 PM	0	50	75	6	0	131	0	65	3	59	1	128	2	19	66	56	1	144	0	3	8	19	0	30	433
Total	0	211	269	27	2	509	0	248	17	229	6	500	4	46	259	238	2	549	0	24	23	65	4	116	1674
01:00 PM	0	59	74	9	0	142	0	44	6	62	0	112	0	11	74	49	0	134	0	6	9	11	0	26	414
01:15 PM	0	67	81	2	0	150	0	52	13	63	0	128	2	8	80	43	1	134	0	6	8	9	2	25	437
01:30 PM	0	58	65	9	0	132	0	56	9	59	0	124	2	7	66	52	0	127	0	8	12	12	2	34	417
01:45 PM	0	55	76	7	0	138	1	50	5	60	0	116	1	11	79	59	0	150	0	7	8	16	0	31	435
Total	0	239	296	27	0	562	1	202	33	244	0	480	5	37	299	203	1	545	0	27	37	48	4	116	1703
02:00 PM	0	74	69	4	2	149	0	55	3	47	1	106	0	8	65	52	1	126	0	9	12	7	1	29	410
02:15 PM	0	55	81	6	0	142	0	72	5	43	3	123	2	11	62	58	1	134	0	7	8	14	2	31	430
02:30 PM	0	69	86	10	1	166	0	49	4	68	2	123	1	7	68	57	1	134	0	11	5	19	0	35	458
02:45 PM	0	75	67	3	0	145	0	65	3	75	2	145	5	13	71	58	0	147	0	9	7	9	0	25	462
Total	0	273	303	23	3	602	0	241	15	233	8	497	8	39	266	225	3	541	0	36	32	49	3	120	1760

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
Page No : 3

CSAH 5 & CSAH 38
Burnsville, MN

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	85	92	5	1	183	0	57	7	68	0	132	0	10	77	81	0	168	0	8	8	8	0	24	507
03:15 PM	0	61	111	7	1	180	0	77	5	78	2	162	0	7	58	59	0	124	0	5	11	9	1	26	492
03:30 PM	0	67	99	8	1	175	0	62	5	79	2	148	0	9	92	87	0	188	0	11	10	10	2	33	544
03:45 PM	0	100	120	9	0	229	0	73	8	78	0	159	0	8	105	82	0	195	0	9	12	16	0	37	620
Total	0	313	422	29	3	767	0	269	25	303	4	601	0	34	332	309	0	675	0	33	41	43	3	120	2163
04:00 PM	0	71	143	10	0	224	1	61	4	85	1	152	1	7	96	87	1	192	0	6	10	14	0	30	598
04:15 PM	0	86	147	12	0	245	0	86	9	82	6	183	0	12	91	77	2	182	0	9	9	18	0	36	646
04:30 PM	0	109	140	14	0	263	0	89	12	73	0	174	1	10	85	83	0	179	0	10	7	16	0	33	649
04:45 PM	1	112	184	15	0	312	0	114	10	76	0	200	1	8	103	78	1	191	0	8	16	11	1	36	739
Total	1	378	614	51	0	1044	1	350	35	316	7	709	3	37	375	325	4	744	0	33	42	59	1	135	2632
05:00 PM	0	105	227	9	0	341	0	105	13	97	0	215	0	9	92	92	0	193	0	14	14	14	0	42	791
05:15 PM	0	136	264	19	0	419	0	80	24	83	1	188	0	6	112	64	1	183	0	8	14	17	1	40	830
05:30 PM	0	108	172	8	0	288	0	98	13	106	0	217	0	18	95	82	0	195	0	8	7	19	1	35	735
05:45 PM	1	91	134	8	0	234	0	94	8	85	1	188	0	17	92	68	1	178	0	13	7	18	0	38	638
Total	1	440	797	44	0	1282	0	377	58	371	2	808	0	50	391	306	2	749	0	43	42	68	2	155	2994
06:00 PM	0	87	137	11	0	235	0	69	15	81	2	167	0	13	89	68	0	170	0	9	13	22	0	44	616
06:15 PM	0	92	113	5	0	210	0	61	5	96	0	162	0	9	72	74	0	155	0	10	11	5	0	26	553
06:30 PM	0	73	89	4	0	166	0	64	10	66	0	140	0	7	74	53	0	134	0	14	6	20	1	41	481
06:45 PM	0	58	92	9	0	159	0	38	7	58	5	108	0	6	88	70	0	164	0	9	8	14	0	31	462
Total	0	310	431	29	0	770	0	232	37	301	7	577	0	35	323	265	0	623	0	42	38	61	1	142	2112
07:00 PM	0	67	89	5	0	161	0	53	7	76	0	136	1	8	58	53	0	120	0	3	15	22	1	41	458
07:15 PM	0	63	50	7	0	120	0	49	3	77	0	129	0	8	79	52	0	139	0	10	6	16	0	32	420
07:30 PM	0	51	68	9	0	128	0	43	6	63	1	113	0	5	62	42	0	109	0	9	6	10	1	26	376
07:45 PM	0	52	52	14	0	118	0	47	4	52	0	103	1	7	70	43	0	121	0	9	8	13	1	31	373
Total	0	233	259	35	0	527	0	192	20	268	1	481	2	28	269	190	0	489	0	31	35	61	3	130	1627
08:00 PM	0	47	55	4	0	106	0	37	5	72	3	117	0	5	53	51	0	109	0	11	6	15	0	32	364
08:15 PM	0	46	58	7	0	111	0	41	3	57	0	101	0	7	67	39	0	113	0	5	10	13	0	28	353
08:30 PM	0	40	71	5	0	116	0	43	4	61	0	108	0	7	62	46	0	115	0	8	7	12	1	28	367
08:45 PM	0	30	31	9	0	70	0	60	3	57	2	122	1	4	47	33	0	85	0	5	7	8	0	20	297
Total	0	163	215	25	0	403	0	181	15	247	5	448	1	23	229	169	0	422	0	29	30	48	1	108	1381
09:00 PM	0	26	46	8	0	80	0	39	3	59	0	101	0	2	52	18	0	72	0	12	7	10	0	29	282
09:15 PM	1	38	38	2	0	79	0	39	3	49	0	91	1	8	40	21	0	70	0	5	2	14	0	21	261
09:30 PM	0	20	39	3	0	62	0	18	2	35	0	55	0	6	43	23	0	72	0	4	3	7	0	14	203
09:45 PM	0	23	28	1	0	52	0	27	1	39	0	67	0	1	42	19	0	62	0	6	1	4	0	11	192
Total	1	107	151	14	0	273	0	123	9	182	0	314	1	17	177	81	0	276	0	27	13	35	0	75	938
10:00 PM	0	18	28	3	0	49	0	24	1	31	0	56	0	1	35	26	0	62	0	6	3	7	0	16	183
10:15 PM	0	16	34	3	0	53	0	11	4	22	2	39	1	4	24	22	0	51	0	4	4	13	0	21	164
10:30 PM	0	15	20	2	0	37	0	15	1	23	0	39	1	2	23	20	0	46	0	2	3	4	0	9	131

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
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CSAH 5 & CSAH 38
Burnsville, MN

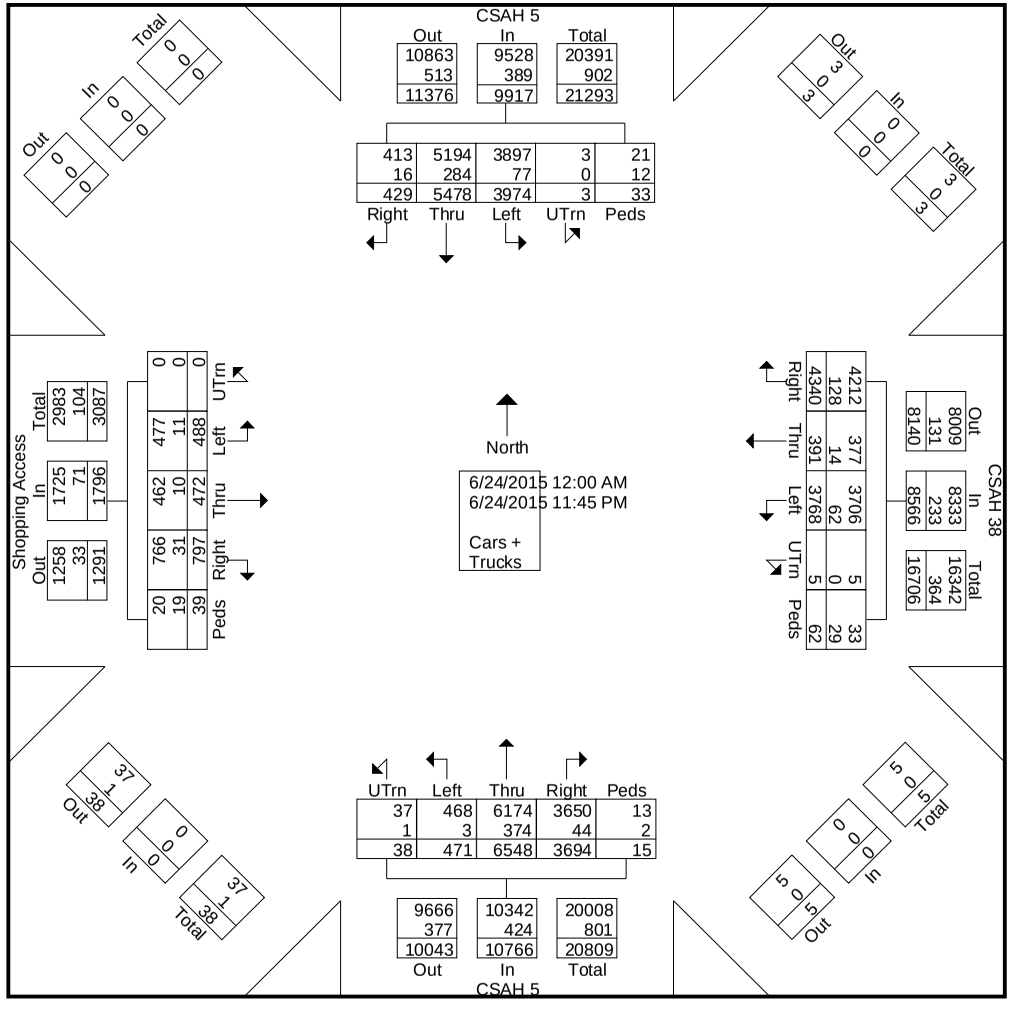
Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	11	17	0	0	28	0	6	2	10	0	18	0	0	14	16	0	30	0	2	3	3	0	8	84
Total	0	60	99	8	0	167	0	56	8	86	2	152	2	7	96	84	0	189	0	14	13	27	0	54	562
11:00 PM	0	12	22	0	0	34	0	12	3	10	0	25	0	3	24	14	1	42	0	2	2	3	0	7	108
11:15 PM	0	8	15	2	0	25	0	6	1	19	0	26	0	0	20	5	0	25	0	3	3	4	0	10	86
11:30 PM	0	11	8	1	0	20	0	6	1	11	0	18	0	2	12	9	0	23	0	3	2	1	0	6	67
11:45 PM	0	6	8	2	0	16	0	10	1	6	0	17	0	0	10	6	0	16	0	4	0	1	0	5	54
Total	0	37	53	5	0	95	0	34	6	46	0	86	0	5	66	34	1	106	0	12	7	9	0	28	315
Grand Total	3	3974	5478	429	33	9917	5	3768	391	4340	62	8566	38	471	6548	3694	15	10766	0	488	472	797	39	1796	31045
Apprch %	0	40.1	55.2	4.3	0.3		0.1	44	4.6	50.7	0.7		0.4	4.4	60.8	34.3	0.1		0	27.2	26.3	44.4	2.2		
Total %	0	12.8	17.6	1.4	0.1	31.9	0	12.1	1.3	14	0.2	27.6	0.1	1.5	21.1	11.9	0	34.7	0	1.6	1.5	2.6	0.1	5.8	
Cars +	3	3897	5194	413	21	9528	5	3706	377	4212	33	8333	37	468	6174	3650	13	10342	0	477	462	766	20	1725	29928
% Cars +	100	98.1	94.8	96.3	63.6	96.1	100	98.4	96.4	97.1	53.2	97.3	97.4	99.4	94.3	98.8	86.7	96.1	0	97.7	97.9	96.1	51.3	96	96.4
Trucks	0	77	284	16	12	389	0	62	14	128	29	233	1	3	374	44	2	424	0	11	10	31	19	71	1117
% Trucks	0	1.9	5.2	3.7	36.4	3.9	0	1.6	3.6	2.9	46.8	2.7	2.6	0.6	5.7	1.2	13.3	3.9	0	2.3	2.1	3.9	48.7	4	3.6

Traffic Data Inc
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File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
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CSAH 5 & CSAH 38
Burnsville, MN



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
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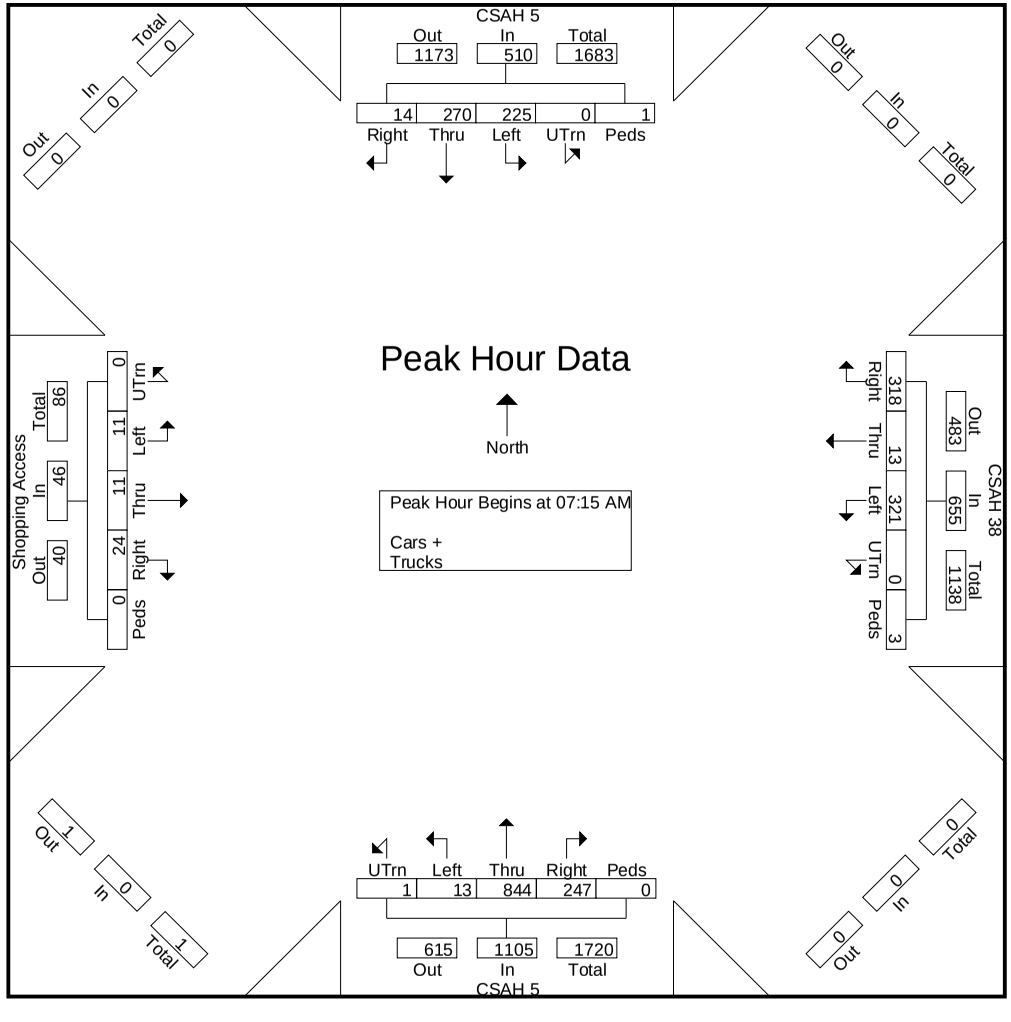
CSAH 5 & CSAH 38
Burnsville, MN

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:15 AM																									
07:15 AM	0	56	56	3	0	115	0	70	1	89	1	161	1	4	259	58	0	322	0	5	2	9	0	16	614
07:30 AM	0	51	66	3	1	121	0	78	5	80	0	163	0	6	211	60	0	277	0	3	2	5	0	10	571
07:45 AM	0	71	80	4	0	155	0	94	4	79	1	178	0	3	208	67	0	278	0	0	4	4	0	8	619
08:00 AM	0	47	68	4	0	119	0	79	3	70	1	153	0	0	166	62	0	228	0	3	3	6	0	12	512
Total Volume	0	225	270	14	1	510	0	321	13	318	3	655	1	13	844	247	0	1105	0	11	11	24	0	46	2316
% App. Total	0	44.1	52.9	2.7	0.2		0	49	2	48.5	0.5		0.1	1.2	76.4	22.4	0		0	23.9	23.9	52.2	0		
PHF	.000	.792	.844	.875	.250	.823	.000	.854	.650	.893	.750	.920	.250	.542	.815	.922	.000	.858	.000	.550	.688	.667	.000	.719	.935

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File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
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CSAH 5 & CSAH 38
Burnsville, MN



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St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
Page No : 8

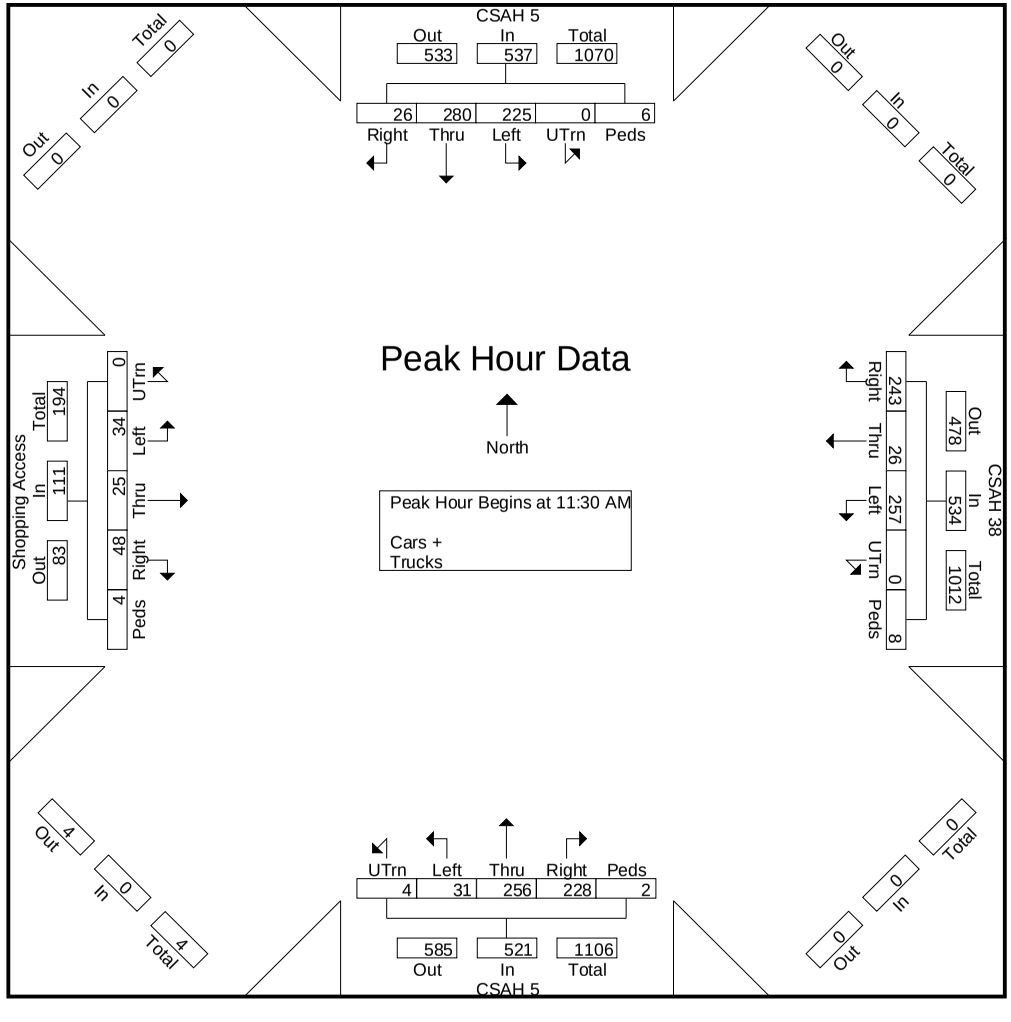
CSAH 5 & CSAH 38
Burnsville, MN

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:30 AM																									
11:30 AM	0	59	67	6	1	133	0	56	11	63	1	131	1	9	67	53	1	131	0	6	3	8	1	18	413
11:45 AM	0	59	73	5	5	142	0	74	9	63	3	149	1	6	72	56	0	135	0	13	14	7	1	35	461
12:00 PM	0	53	60	8	0	121	0	59	1	59	2	121	0	8	56	64	0	128	0	7	7	19	2	35	405
12:15 PM	0	54	80	7	0	141	0	68	5	58	2	133	2	8	61	55	1	127	0	8	1	14	0	23	424
Total Volume	0	225	280	26	6	537	0	257	26	243	8	534	4	31	256	228	2	521	0	34	25	48	4	111	1703
% App. Total	0	41.9	52.1	4.8	1.1		0	48.1	4.9	45.5	1.5		0.8	6	49.1	43.8	0.4		0	30.6	22.5	43.2	3.6		
PHF	.000	.953	.875	.813	.300	.945	.000	.868	.591	.964	.667	.896	.500	.861	.889	.891	.500	.965	.000	.654	.446	.632	.500	.793	.924

Traffic Data Inc
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File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
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CSAH 5 & CSAH 38
Burnsville, MN



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St. Louis Park, MN 55416

File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
Site Code : 2
Start Date : 6/24/2015
Page No : 10

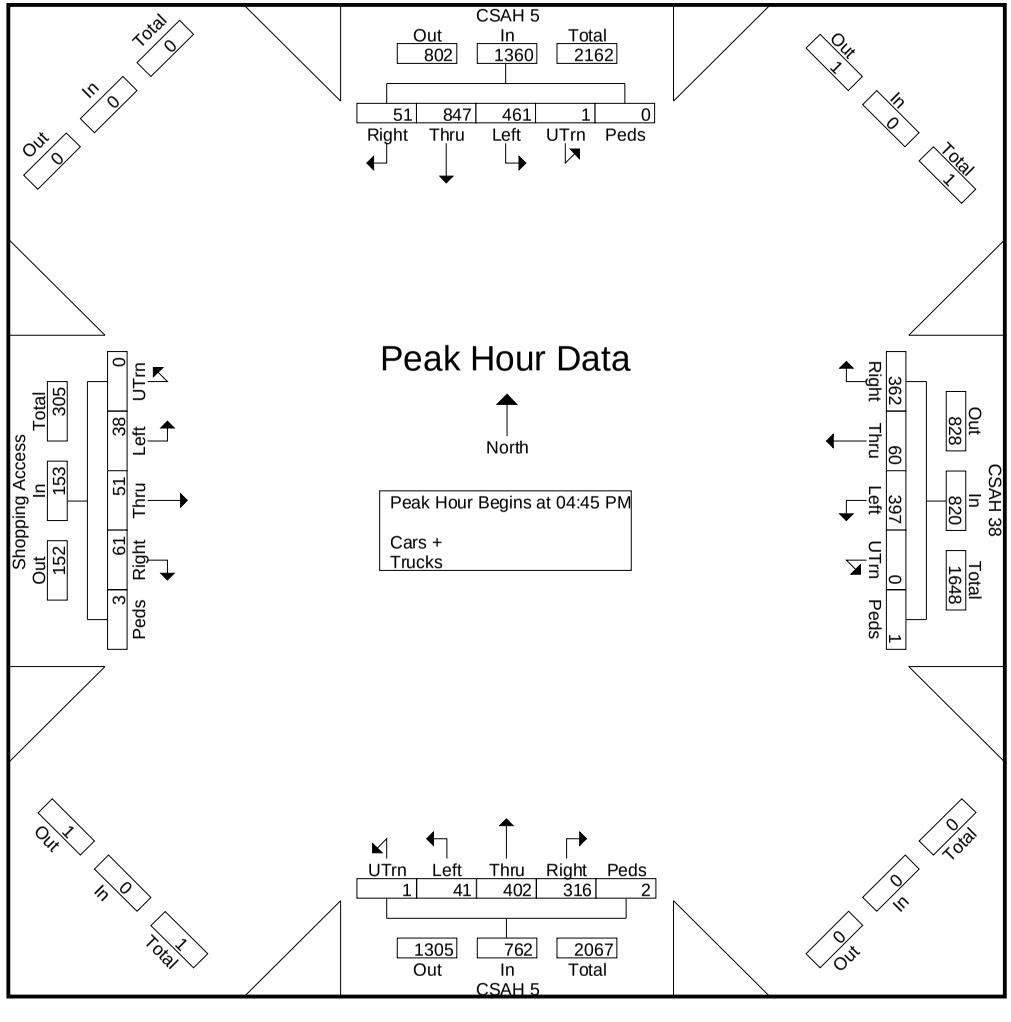
CSAH 5 & CSAH 38
Burnsville, MN

	CSAH 5 Southbound						CSAH 38 Westbound						CSAH 5 Northbound						Shopping Access Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	1	112	184	15	0	312	0	114	10	76	0	200	1	8	103	78	1	191	0	8	16	11	1	36	739
05:00 PM	0	105	227	9	0	341	0	105	13	97	0	215	0	9	92	92	0	193	0	14	14	14	0	42	791
05:15 PM	0	136	264	19	0	419	0	80	24	83	1	188	0	6	112	64	1	183	0	8	14	17	1	40	830
05:30 PM	0	108	172	8	0	288	0	98	13	106	0	217	0	18	95	82	0	195	0	8	7	19	1	35	735
Total Volume	1	461	847	51	0	1360	0	397	60	362	1	820	1	41	402	316	2	762	0	38	51	61	3	153	3095
% App. Total	0.1	33.9	62.3	3.8	0		0	48.4	7.3	44.1	0.1		0.1	5.4	52.8	41.5	0.3		0	24.8	33.3	39.9	2		
PHF	.250	.847	.802	.671	.000	.811	.000	.871	.625	.854	.250	.945	.250	.569	.897	.859	.500	.977	.000	.679	.797	.803	.750	.911	.932

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File Name : 2 - CSAH 5 & CSAH 38, 6-24-15, 12am-12am
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CSAH 5 & CSAH 38
Burnsville, MN



Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
Start Date : 6/25/2015
Page No : 1

CSAH 38 & Nicollet Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Nicollet Ave Southbound						CSAH 38 (McAndrews Rd) Westbound						Nicollet Ave Northbound						CSAH 38 (McAndrews Rd) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	8	8	11	1	28	0	3	21	38	1	63	0	2	11	2	0	15	0	6	30	2	1	39	145
06:15 AM	0	9	10	9	0	28	0	12	60	45	0	117	0	1	51	2	1	55	0	11	25	5	2	43	243
06:30 AM	0	15	20	8	0	43	0	5	65	73	1	144	0	3	58	3	1	65	0	19	45	5	1	70	322
06:45 AM	0	10	29	20	1	60	1	6	103	83	0	193	0	2	69	6	0	77	0	26	56	8	2	92	422
Total	0	42	67	48	2	159	1	26	249	239	2	517	0	8	189	13	2	212	0	62	156	20	6	244	1132
07:00 AM	0	18	18	23	0	59	0	11	93	67	0	171	0	2	48	2	0	52	0	25	56	3	0	84	366
07:15 AM	0	39	37	21	0	97	0	11	99	50	0	160	0	4	50	6	0	60	0	21	72	6	0	99	416
07:30 AM	0	11	36	42	1	90	0	12	105	58	0	175	0	4	55	12	0	71	0	29	80	6	2	117	453
07:45 AM	0	19	38	50	0	107	0	15	126	45	0	186	0	8	54	5	0	67	0	29	99	9	2	139	499
Total	0	87	129	136	1	353	0	49	423	220	0	692	0	18	207	25	0	250	0	104	307	24	4	439	1734
08:00 AM	0	19	28	44	0	91	1	11	87	58	0	157	2	2	68	4	0	76	0	31	77	5	0	113	437
08:15 AM	0	21	36	42	0	99	0	17	93	40	0	150	0	9	72	7	0	88	0	31	76	7	1	115	452
08:30 AM	0	25	46	39	1	111	0	14	100	51	0	165	0	7	56	13	0	76	0	32	81	9	1	123	475
08:45 AM	0	12	32	58	2	104	0	17	89	57	2	165	0	8	68	9	1	86	0	38	70	7	2	117	472
Total	0	77	142	183	3	405	1	59	369	206	2	637	2	26	264	33	1	326	0	132	304	28	4	468	1836
09:00 AM	0	14	41	44	0	99	0	19	79	52	0	150	0	12	70	6	0	88	0	41	69	9	0	119	456
09:15 AM	0	23	42	40	0	105	0	21	88	36	1	146	3	9	67	4	0	83	0	34	67	10	0	111	445
09:30 AM	1	18	48	44	1	112	0	19	88	25	0	132	0	8	43	7	0	58	0	39	64	4	0	107	409
09:45 AM	0	18	55	43	0	116	1	17	82	34	0	134	0	7	55	8	0	70	0	44	63	8	0	115	435
Total	1	73	186	171	1	432	1	76	337	147	1	562	3	36	235	25	0	299	0	158	263	31	0	452	1745
10:00 AM	0	18	31	52	0	101	0	18	95	33	0	146	0	7	40	10	0	57	0	28	66	8	0	102	406
10:15 AM	0	22	26	49	0	97	0	13	80	22	0	115	0	4	35	8	0	47	0	41	78	8	1	128	387
10:30 AM	0	19	54	48	0	121	1	13	75	32	0	121	0	5	44	9	0	58	1	53	84	3	0	141	441
10:45 AM	0	27	60	34	0	121	1	20	92	35	0	148	1	7	45	9	0	62	1	35	94	5	1	136	467
Total	0	86	171	183	0	440	2	64	342	122	0	530	1	23	164	36	0	224	2	157	322	24	2	507	1701
11:00 AM	1	20	37	46	0	104	0	24	72	31	0	127	0	7	40	8	0	55	0	43	82	6	1	132	418
11:15 AM	0	27	37	63	7	134	0	15	73	33	0	121	0	1	47	8	0	56	0	55	102	9	3	169	480
11:30 AM	0	26	54	46	0	126	0	14	100	38	0	152	0	16	50	16	0	82	0	49	106	8	0	163	523
11:45 AM	0	23	49	52	1	125	0	10	98	30	0	138	0	7	46	12	0	65	0	78	104	14	1	197	525
Total	1	96	177	207	8	489	0	63	343	132	0	538	0	31	183	44	0	258	0	225	394	37	5	661	1946
12:00 PM	0	27	60	68	0	155	1	15	84	30	0	130	0	13	42	22	0	77	0	56	108	13	0	177	539
12:15 PM	0	29	48	59	0	136	1	18	97	29	0	145	0	11	45	19	0	75	0	73	86	13	0	172	528
12:30 PM	0	37	47	51	0	135	1	12	88	32	1	134	1	23	45	14	0	83	0	63	129	15	1	208	560
12:45 PM	0	26	51	47	0	124	0	23	103	41	0	167	0	9	51	17	0	77	0	62	95	8	1	166	534
Total	0	119	206	225	0	550	3	68	372	132	1	576	1	56	183	72	0	312	0	254	418	49	2	723	2161
01:00 PM	0	37	61	57	0	155	0	18	108	36	0	162	0	8	52	7	1	68	0	59	103	10	1	173	558
01:15 PM	0	40	47	45	0	132	0	21	91	44	0	156	0	11	38	12	0	61	0	65	111	9	1	186	535
01:30 PM	0	32	66	55	0	153	0	25	79	27	0	131	0	12	35	19	0	66	0	56	108	8	0	172	522
01:45 PM	0	21	48	45	0	114	0	17	77	36	0	130	0	14	46	14	1	75	1	47	100	10	0	158	477
Total	0	130	222	202	0	554	0	81	355	143	0	579	0	45	171	52	2	270	1	227	422	37	2	689	2092

Traffic Data Inc
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File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
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CSAH 38 & Nicollet Ave
Burnsville, MN

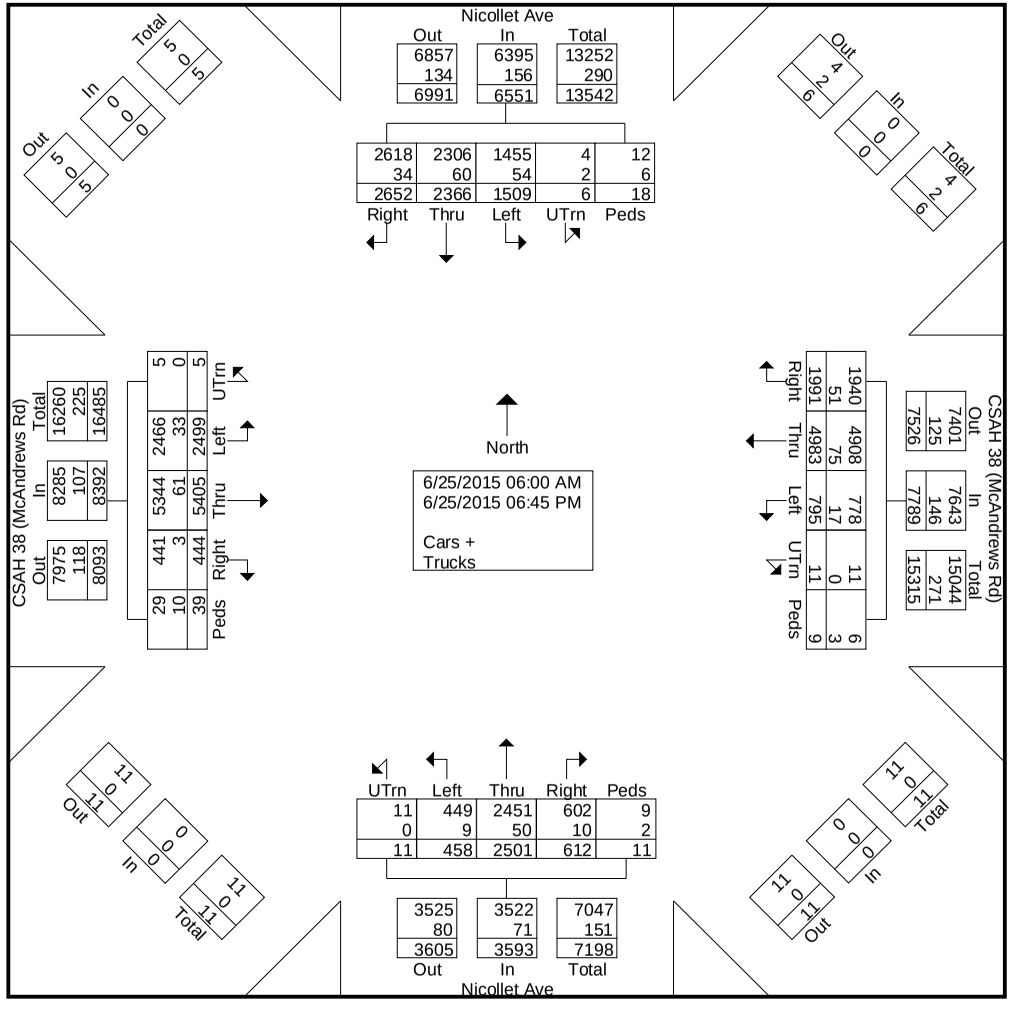
Groups Printed- Cars + - Trucks

	Nicollet Ave Southbound						CSAH 38 (McAndrews Rd) Westbound						Nicollet Ave Northbound						CSAH 38 (McAndrews Rd) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	0	25	42	55	0	122	0	20	96	25	1	142	0	10	48	12	1	71	0	62	114	13	0	189	524
02:15 PM	1	29	47	44	0	121	0	16	87	26	1	130	0	14	37	13	0	64	0	57	111	12	1	181	496
02:30 PM	0	21	64	52	1	138	0	18	96	27	0	141	0	14	41	19	0	74	0	57	117	13	2	189	542
02:45 PM	0	31	53	55	0	139	0	6	100	28	1	135	0	9	37	24	0	70	0	59	133	14	0	206	550
Total	1	106	206	206	1	520	0	60	379	106	3	548	0	47	163	68	1	279	0	235	475	52	3	765	2112
03:00 PM	0	34	40	40	0	114	0	17	94	35	0	146	0	15	34	10	0	59	0	49	127	15	3	194	513
03:15 PM	0	40	60	53	0	153	0	22	86	36	0	144	2	9	49	17	0	77	0	54	145	14	0	213	587
03:30 PM	1	35	66	46	0	148	0	12	100	26	0	138	0	18	47	18	0	83	0	57	143	11	0	211	580
03:45 PM	0	38	53	79	0	170	0	15	108	27	0	150	0	18	55	26	0	99	0	43	131	9	0	183	602
Total	1	147	219	218	0	585	0	66	388	124	0	578	2	60	185	71	0	318	0	203	546	49	3	801	2282
04:00 PM	0	56	45	63	0	164	0	15	111	42	0	168	0	15	61	19	0	95	0	58	142	5	1	206	633
04:15 PM	0	42	49	67	0	158	0	18	118	34	0	170	0	17	43	13	1	74	0	49	162	8	0	219	621
04:30 PM	0	41	56	78	0	175	0	12	131	36	0	179	2	9	66	24	1	102	0	67	162	12	1	242	698
04:45 PM	1	60	72	82	2	217	0	23	134	35	0	192	0	7	48	10	0	65	1	63	151	7	1	223	697
Total	1	199	222	290	2	714	0	68	494	147	0	709	2	48	218	66	2	336	1	237	617	32	3	890	2649
05:00 PM	0	56	78	85	0	219	2	19	166	36	0	223	0	8	45	15	0	68	0	55	189	9	0	253	763
05:15 PM	0	59	55	89	0	203	1	18	147	33	0	199	0	7	60	19	2	88	0	74	148	8	3	233	723
05:30 PM	0	54	61	86	0	201	0	15	146	36	0	197	0	8	47	13	0	68	0	76	190	3	0	269	735
05:45 PM	0	34	47	77	0	158	0	13	111	40	0	164	0	7	33	11	0	51	0	84	195	8	1	288	661
Total	0	203	241	337	0	781	3	65	570	145	0	783	0	30	185	58	2	275	0	289	722	28	4	1043	2882
06:00 PM	0	48	62	81	0	191	0	6	91	34	0	131	0	10	45	12	1	68	0	58	136	11	1	206	596
06:15 PM	0	42	42	67	0	151	0	17	110	34	0	161	0	8	47	15	0	70	0	54	120	8	0	182	564
06:30 PM	1	27	40	50	0	118	0	15	95	34	0	144	0	6	33	9	0	48	0	52	98	7	0	157	467
06:45 PM	0	27	34	48	0	109	0	12	66	26	0	104	0	6	29	13	0	48	1	52	105	7	0	165	426
Total	1	144	178	246	0	569	0	50	362	128	0	540	0	30	154	49	1	234	1	216	459	33	1	710	2053
Grand Total	6	1509	2366	2652	18	6551	11	795	4983	1991	9	7789	11	458	2501	612	11	3593	5	2499	5405	444	39	8392	26325
Apprch %	0.1	23	36.1	40.5	0.3		0.1	10.2	64	25.6	0.1		0.3	12.7	69.6	17	0.3		0.1	29.8	64.4	5.3	0.5		
Total %	0	5.7	9	10.1	0.1	24.9	0	3	18.9	7.6	0	29.6	0	1.7	9.5	2.3	0	13.6	0	9.5	20.5	1.7	0.1	31.9	
Cars +	4	1455	2306	2618	12	6395	11	778	4908	1940	6	7643	11	449	2451	602	9	3522	5	2466	5344	441	29	8285	25845
% Cars +	66.7	96.4	97.5	98.7	66.7	97.6	100	97.9	98.5	97.4	66.7	98.1	100	98	98	98.4	81.8	98	100	98.7	98.9	99.3	74.4	98.7	98.2
Trucks	2	54	60	34	6	156	0	17	75	51	3	146	0	9	50	10	2	71	0	33	61	3	10	107	480
% Trucks	33.3	3.6	2.5	1.3	33.3	2.4	0	2.1	1.5	2.6	33.3	1.9	0	2	2	1.6	18.2	2	0	1.3	1.1	0.7	25.6	1.3	1.8

Traffic Data Inc
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File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
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CSAH 38 & Nicollet Ave
Burnsville, MN



Traffic Data Inc
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St. Louis Park, MN 55416

File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
Start Date : 6/25/2015

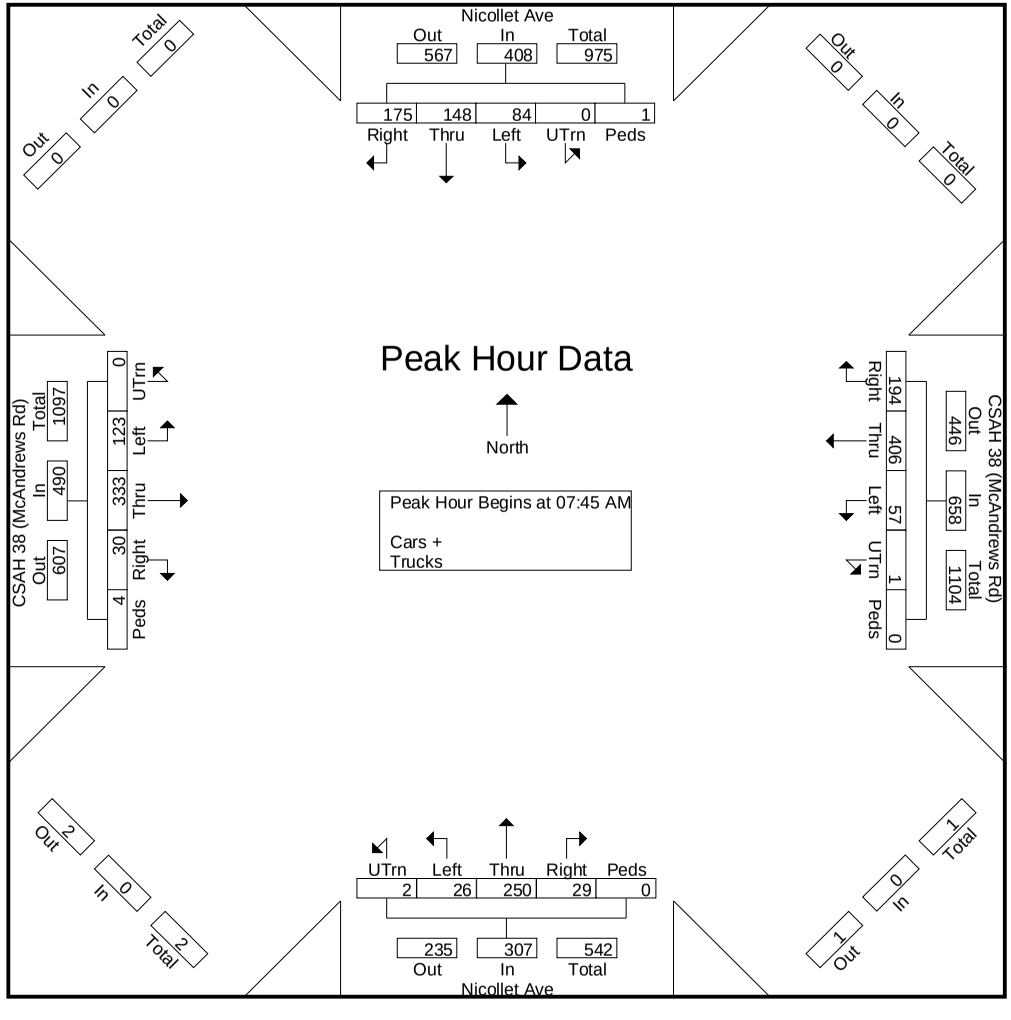
CSAH 38 & Nicollet Ave
Burnsville, MN

	Nicollet Ave Southbound						CSAH 38 (McAndrews Rd) Westbound						Nicollet Ave Northbound						CSAH 38 (McAndrews Rd) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:45 AM																									
07:45 AM	0	19	38	50	0	107	0	15	126	45	0	186	0	8	54	5	0	67	0	29	99	9	2	139	499
08:00 AM	0	19	28	44	0	91	1	11	87	58	0	157	2	2	68	4	0	76	0	31	77	5	0	113	437
08:15 AM	0	21	36	42	0	99	0	17	93	40	0	150	0	9	72	7	0	88	0	31	76	7	1	115	452
08:30 AM	0	25	46	39	1	111	0	14	100	51	0	165	0	7	56	13	0	76	0	32	81	9	1	123	475
Total Volume	0	84	148	175	1	408	1	57	406	194	0	658	2	26	250	29	0	307	0	123	333	30	4	490	1863
% App. Total	0	20.6	36.3	42.9	0.2		0.2	8.7	61.7	29.5	0		0.7	8.5	81.4	9.4	0		0	25.1	68	6.1	0.8		
PHF	.000	.840	.804	.875	.250	.919	.250	.838	.806	.836	.000	.884	.250	.722	.868	.558	.000	.872	.000	.961	.841	.833	.500	.881	.933

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File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
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CSAH 38 & Nicollet Ave
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St. Louis Park, MN 55416

File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
Start Date : 6/25/2015

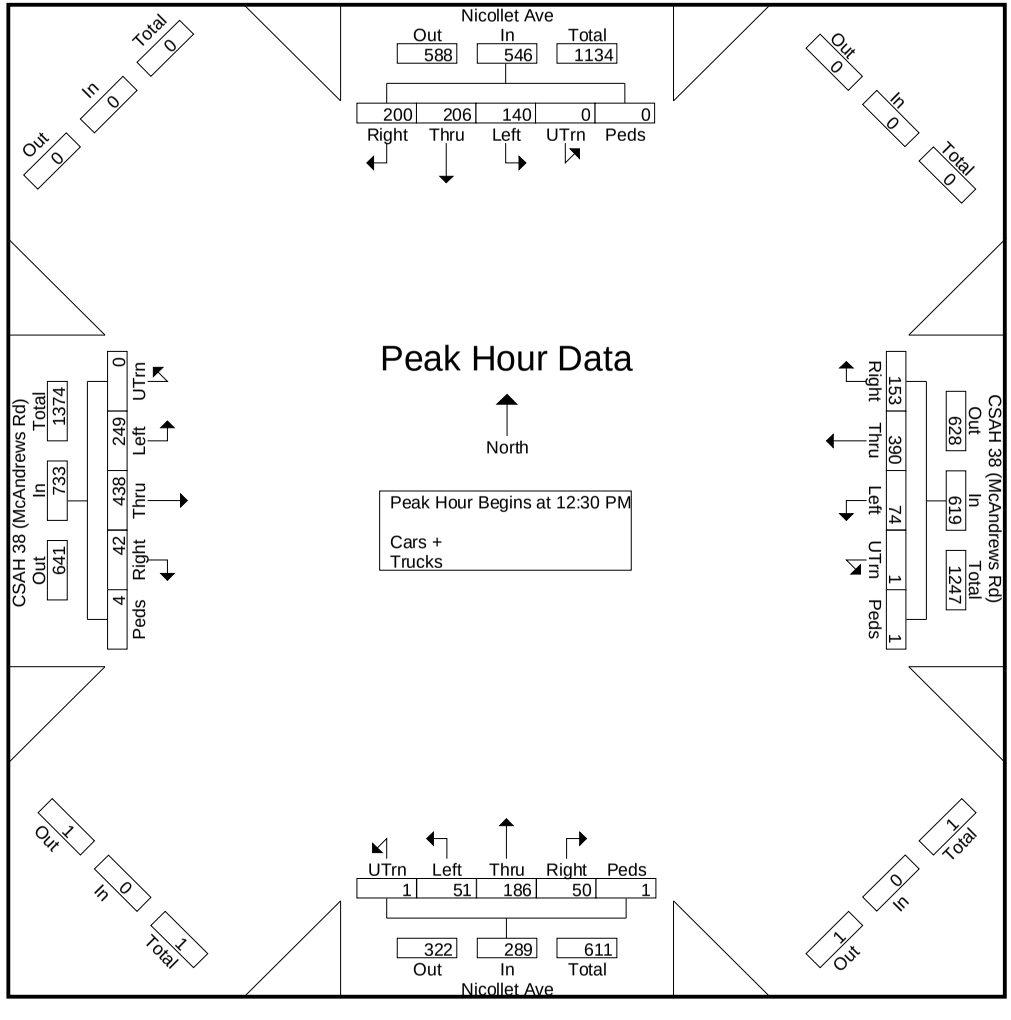
CSAH 38 & Nicollet Ave
Burnsville, MN

	Nicollet Ave Southbound						CSAH 38 (McAndrews Rd) Westbound						Nicollet Ave Northbound						CSAH 38 (McAndrews Rd) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	37	47	51	0	135	1	12	88	32	1	134	1	23	45	14	0	83	0	63	129	15	1	208	560
12:45 PM	0	26	51	47	0	124	0	23	103	41	0	167	0	9	51	17	0	77	0	62	95	8	1	166	534
01:00 PM	0	37	61	57	0	155	0	18	108	36	0	162	0	8	52	7	1	68	0	59	103	10	1	173	558
01:15 PM	0	40	47	45	0	132	0	21	91	44	0	156	0	11	38	12	0	61	0	65	111	9	1	186	535
Total Volume	0	140	206	200	0	546	1	74	390	153	1	619	1	51	186	50	1	289	0	249	438	42	4	733	2187
% App. Total	0	25.6	37.7	36.6	0		0.2	12	63	24.7	0.2		0.3	17.6	64.4	17.3	0.3		0	34	59.8	5.7	0.5		
PHF	.000	.875	.844	.877	.000	.881	.250	.804	.903	.869	.250	.927	.250	.554	.894	.735	.250	.870	.000	.958	.849	.700	1.00	.881	.976

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File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
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CSAH 38 & Nicollet Ave
Burnsville, MN



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File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
Start Date : 6/25/2015

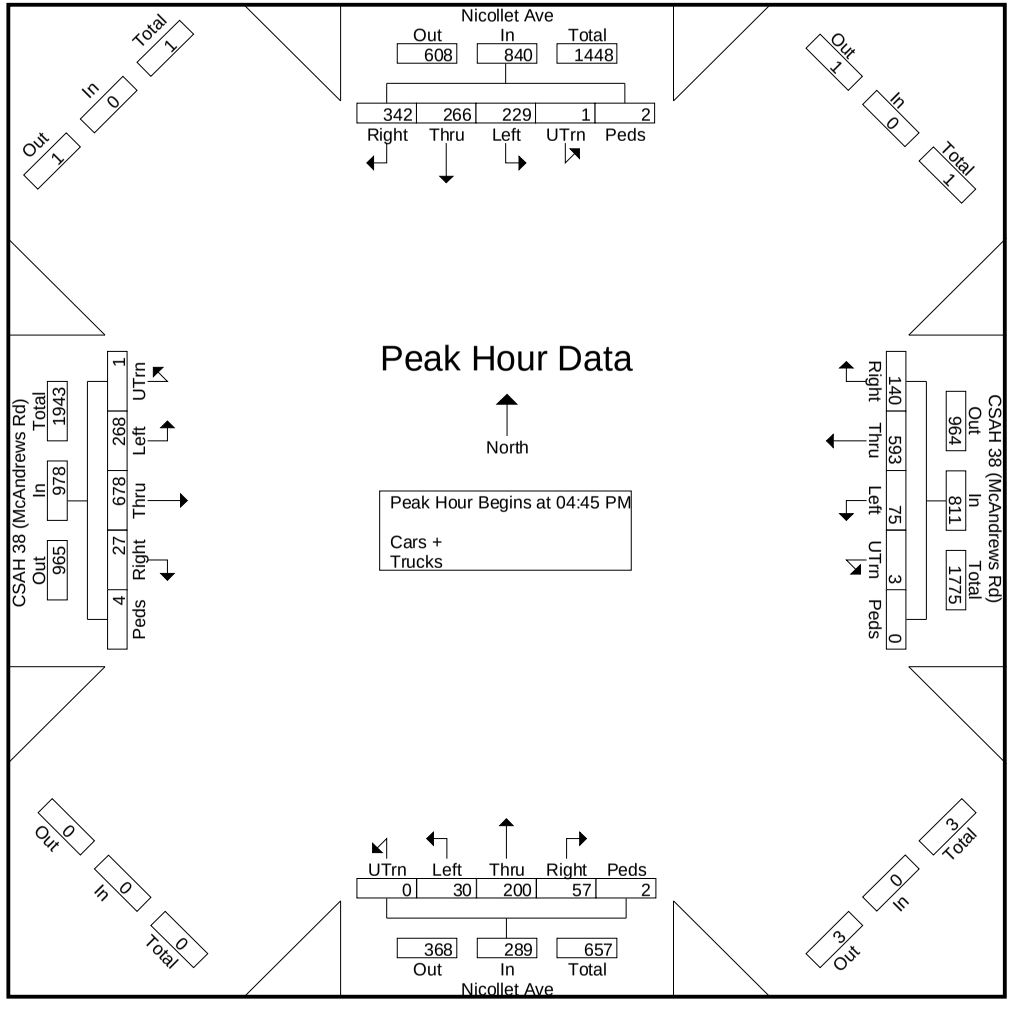
CSAH 38 & Nicollet Ave
Burnsville, MN

	Nicollet Ave Southbound						CSAH 38 (McAndrews Rd) Westbound						Nicollet Ave Northbound						CSAH 38 (McAndrews Rd) Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	1	60	72	82	2	217	0	23	134	35	0	192	0	7	48	10	0	65	1	63	151	7	1	223	697
05:00 PM	0	56	78	85	0	219	2	19	166	36	0	223	0	8	45	15	0	68	0	55	189	9	0	253	763
05:15 PM	0	59	55	89	0	203	1	18	147	33	0	199	0	7	60	19	2	88	0	74	148	8	3	233	723
05:30 PM	0	54	61	86	0	201	0	15	146	36	0	197	0	8	47	13	0	68	0	76	190	3	0	269	735
Total Volume	1	229	266	342	2	840	3	75	593	140	0	811	0	30	200	57	2	289	1	268	678	27	4	978	2918
% App. Total	0.1	27.3	31.7	40.7	0.2		0.4	9.2	73.1	17.3	0		0	10.4	69.2	19.7	0.7		0.1	27.4	69.3	2.8	0.4		
PHF	.250	.954	.853	.961	.250	.959	.375	.815	.893	.972	.000	.909	.000	.938	.833	.750	.250	.821	.250	.882	.892	.750	.333	.909	.956

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File Name : 23 - CSAH 38 & Nicollet Ave, 6-25-15, 6am-7pm
Site Code : 23
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CSAH 38 & Nicollet Ave
Burnsville, MN



TRAFFIC DATA INC.

File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
Site Code : 9
Start Date : 7/25/2018
Page No : 1

CSAH 38 & Portland Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 AM	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	5	0	6	0	0	8	5	0	13	25
12:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	2	0	2	0	0	8	1	0	9	19
12:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	3	0	5	0	0	8	1	0	9	18
12:45 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	1	0	2	0	0	7	3	0	10	18
Total	0	0	0	0	0	0	0	1	23	0	0	24	0	4	0	11	0	15	0	0	31	10	0	41	80
01:00 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	1	0	0	7	0	0	7	11
01:15 AM	0	0	0	0	0	0	0	3	5	0	0	8	0	1	0	2	0	3	0	0	1	1	0	2	13
01:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	4	0	4	0	0	5	1	0	6	14
01:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	2	0	2	0	0	4	0	0	4	9
Total	0	0	0	0	0	0	0	4	14	0	0	18	0	1	0	9	0	10	0	0	17	2	0	19	47
02:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	8	0	0	8	10
02:15 AM	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	0	0	4	0	0	4	13
02:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	1	0	7	12
02:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	0	0	1	0	0	1	5
Total	0	0	0	0	0	0	0	3	13	0	0	16	0	0	0	4	0	4	0	0	19	1	0	20	40
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	0	3	4
03:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	1	0	4	6
03:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	4
03:45 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	0	1	0	0	6	1	0	7	13
Total	0	0	0	0	0	0	0	1	8	0	0	9	0	1	0	2	0	3	0	0	13	2	0	15	27
04:00 AM	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	1	0	2	0	0	5	1	0	6	14
04:15 AM	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	2	0	2	0	0	5	1	0	6	17
04:30 AM	0	1	0	0	0	1	0	2	10	1	0	13	0	0	0	0	0	0	0	0	4	1	0	5	19
04:45 AM	0	0	0	0	0	0	0	10	18	0	0	28	0	4	0	1	0	5	0	0	10	4	0	14	47
Total	0	1	0	0	0	1	0	15	40	1	0	56	0	5	0	4	0	9	0	0	24	7	0	31	97
05:00 AM	0	0	0	0	0	0	0	7	12	0	0	19	0	3	0	3	2	8	0	0	10	4	0	14	41
05:15 AM	0	0	0	0	0	0	0	1	16	0	0	17	0	9	0	2	0	11	0	0	12	2	0	14	42
05:30 AM	0	0	0	0	1	1	0	5	28	0	0	33	0	2	0	4	0	6	0	0	14	6	0	20	60
05:45 AM	0	1	0	0	1	2	0	10	28	0	0	38	0	10	0	6	0	16	0	0	16	5	0	21	77
Total	0	1	0	0	2	3	0	23	84	0	0	107	0	24	0	15	2	41	0	0	52	17	0	69	220
06:00 AM	0	0	0	0	2	2	0	9	36	0	0	45	0	9	0	6	1	16	0	0	25	6	0	31	94
06:15 AM	0	0	0	0	0	0	0	18	62	0	0	80	0	14	0	9	0	23	0	0	43	4	0	47	150
06:30 AM	0	0	0	1	0	1	0	15	73	0	1	89	0	31	0	18	0	49	0	0	53	4	0	57	196
06:45 AM	0	0	0	0	0	0	0	43	127	1	0	171	0	28	0	14	1	43	0	0	54	9	0	63	277
Total	0	0	0	1	2	3	0	85	298	1	1	385	0	82	0	47	2	131	0	0	175	23	0	198	717
07:00 AM	0	1	0	1	0	2	0	28	117	0	0	145	0	32	1	27	0	60	0	0	55	8	0	63	270
07:15 AM	0	0	0	0	1	1	0	39	119	0	0	158	0	28	0	24	0	52	0	0	48	7	0	55	266
07:30 AM	0	0	0	2	2	4	0	44	124	0	0	168	0	44	0	24	0	68	0	0	76	21	1	98	338

TRAFFIC DATA INC.

File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
Site Code : 9
Start Date : 7/25/2018
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CSAH 38 & Portland Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	0	0	0	0	65	168	0	0	233	0	34	0	30	0	64	0	0	65	18	0	83	380
Total	0	1	0	3	3	7	0	176	528	0	0	704	0	138	1	105	0	244	0	0	244	54	1	299	1254
08:00 AM	0	0	0	0	0	0	0	30	106	0	0	136	0	27	0	26	0	53	0	0	64	9	1	74	263
08:15 AM	0	0	1	0	0	1	0	55	119	0	0	174	0	30	0	36	0	66	0	0	67	14	0	81	322
08:30 AM	0	0	0	0	0	0	0	48	95	0	1	144	0	30	1	24	2	57	0	0	71	15	0	86	287
08:45 AM	0	0	0	2	0	2	0	50	112	1	0	163	0	17	0	37	1	55	0	0	77	19	0	96	316
Total	0	0	1	2	0	3	0	183	432	1	1	617	0	104	1	123	3	231	0	0	279	57	1	337	1188
09:00 AM	0	0	0	0	1	1	0	42	116	0	1	159	0	17	0	42	0	59	0	0	61	15	0	76	295
09:15 AM	0	0	0	0	0	0	0	48	68	0	0	116	0	23	0	39	0	62	0	0	71	11	0	82	260
09:30 AM	0	0	1	0	2	3	0	34	128	0	1	163	0	16	0	30	0	46	0	0	54	18	0	72	284
09:45 AM	0	0	1	0	0	1	0	50	113	1	0	164	0	20	0	30	0	50	0	0	76	21	0	97	312
Total	0	0	2	0	3	5	0	174	425	1	2	602	0	76	0	141	0	217	0	0	262	65	0	327	1151
10:00 AM	0	0	1	0	0	1	0	49	105	0	0	154	0	16	1	51	0	68	0	0	84	10	0	94	317
10:15 AM	0	0	0	0	1	1	0	38	89	0	0	127	0	25	0	42	0	67	0	0	99	20	0	119	314
10:30 AM	0	0	0	1	0	1	0	32	85	0	0	117	0	34	1	47	0	82	0	2	91	16	0	109	309
10:45 AM	0	0	0	1	4	5	0	48	114	0	2	164	0	27	0	56	0	83	0	0	96	25	1	122	374
Total	0	0	1	2	5	8	0	167	393	0	2	562	0	102	2	196	0	300	0	2	370	71	1	444	1314
11:00 AM	0	0	0	3	0	3	0	27	124	1	0	152	0	18	0	46	0	64	0	0	110	17	0	127	346
11:15 AM	0	0	0	0	0	0	0	32	95	0	0	127	0	18	0	29	1	48	0	0	105	18	0	123	298
11:30 AM	0	0	0	1	0	1	0	27	96	0	1	124	0	38	0	57	1	96	0	1	113	22	0	136	357
11:45 AM	0	0	0	1	0	1	0	29	119	1	1	150	0	22	0	55	0	77	0	1	117	19	0	137	365
Total	0	0	0	5	0	5	0	115	434	2	2	553	0	96	0	187	2	285	0	2	445	76	0	523	1366
12:00 PM	0	0	0	1	1	2	0	28	115	0	0	143	0	22	0	38	0	60	0	1	127	21	0	149	354
12:15 PM	0	0	0	0	0	0	0	24	120	0	0	144	0	22	0	33	0	55	0	0	117	13	0	130	329
12:30 PM	0	1	0	0	0	1	0	36	112	0	1	149	0	36	0	50	0	86	0	2	100	19	0	121	357
12:45 PM	0	0	0	2	0	2	0	49	137	0	1	187	0	18	0	40	0	58	0	1	123	18	0	142	389
Total	0	1	0	3	1	5	0	137	484	0	2	623	0	98	0	161	0	259	0	4	467	71	0	542	1429
01:00 PM	0	0	0	1	0	1	0	34	136	0	0	170	0	24	1	34	0	59	0	1	129	23	0	153	383
01:15 PM	0	0	0	0	0	0	0	35	107	1	0	143	0	26	1	39	0	66	0	0	120	17	0	137	346
01:30 PM	0	0	1	1	0	2	0	30	105	0	0	135	0	18	0	39	1	58	0	0	115	27	0	142	337
01:45 PM	0	0	0	0	0	0	0	41	122	0	0	163	0	28	0	45	0	73	0	0	116	19	0	135	371
Total	0	0	1	2	0	3	0	140	470	1	0	611	0	96	2	157	1	256	0	1	480	86	0	567	1437
02:00 PM	0	0	0	1	0	1	0	33	135	0	0	168	0	22	0	53	0	75	0	2	123	17	0	142	386
02:15 PM	0	1	1	1	0	3	0	27	139	0	0	166	0	21	0	53	0	74	0	1	119	26	0	146	389
02:30 PM	0	1	0	0	0	1	0	50	106	1	0	157	0	22	0	38	0	60	0	1	141	15	0	157	375
02:45 PM	0	1	0	1	0	2	0	35	142	0	0	177	0	20	1	49	0	70	0	2	147	24	0	173	422
Total	0	3	1	3	0	7	0	145	522	1	0	668	0	85	1	193	0	279	0	6	530	82	0	618	1572

TRAFFIC DATA INC.

File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
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CSAH 38 & Portland Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	0	0	0	1	0	1	0	42	132	0	0	174	0	29	0	47	0	76	0	0	139	30	0	169	420
03:15 PM	0	1	0	1	1	3	0	43	135	0	0	178	0	24	0	47	0	71	0	1	160	22	0	183	435
03:30 PM	0	0	0	1	0	1	0	39	147	1	0	187	0	31	0	67	0	98	0	0	151	20	0	171	457
03:45 PM	0	0	0	0	0	0	0	58	142	0	0	200	0	25	0	53	0	78	0	0	158	18	0	176	454
Total	0	1	0	3	1	5	0	182	556	1	0	739	0	109	0	214	0	323	0	1	608	90	0	699	1766
04:00 PM	0	0	0	0	1	1	0	28	155	0	0	183	0	35	0	55	0	90	0	1	173	43	1	218	492
04:15 PM	0	0	0	0	0	0	0	46	163	1	0	210	0	18	0	62	1	81	0	0	191	36	0	227	518
04:30 PM	0	1	0	1	0	2	0	50	153	1	0	204	0	18	1	62	0	81	0	0	174	33	0	207	494
04:45 PM	0	0	0	0	0	0	0	52	159	0	0	211	0	35	0	73	1	109	0	1	199	37	0	237	557
Total	0	1	0	1	1	3	0	176	630	2	0	808	0	106	1	252	2	361	0	2	737	149	1	889	2061
05:00 PM	0	1	0	1	0	2	0	40	147	1	0	188	0	28	0	57	0	85	0	0	226	32	4	262	537
05:15 PM	0	0	0	0	2	2	0	50	180	1	1	232	0	34	0	52	2	88	0	1	183	36	0	220	542
05:30 PM	0	0	0	0	0	0	0	35	160	0	0	195	0	20	0	51	2	73	0	0	196	34	0	230	498
05:45 PM	0	0	1	0	4	5	0	39	163	1	0	203	0	25	1	41	0	67	0	0	158	32	0	190	465
Total	0	1	1	1	6	9	0	164	650	3	1	818	0	107	1	201	4	313	0	1	763	134	4	902	2042
06:00 PM	0	1	0	1	0	2	0	42	148	0	0	190	0	25	0	37	0	62	0	0	155	25	0	180	434
06:15 PM	0	0	0	2	2	4	0	39	128	2	0	169	0	21	0	29	0	50	0	0	134	34	0	168	391
06:30 PM	0	0	0	1	0	1	0	32	103	0	1	136	0	9	0	40	0	49	0	0	123	25	0	148	334
06:45 PM	0	0	1	0	0	1	0	24	100	0	0	124	0	18	0	44	0	62	0	0	117	30	0	147	334
Total	0	1	1	4	2	8	0	137	479	2	1	619	0	73	0	150	0	223	0	0	529	114	0	643	1493
07:00 PM	0	0	0	0	0	0	0	17	92	0	0	109	0	19	0	19	1	39	0	1	106	23	0	130	278
07:15 PM	0	1	0	0	0	1	0	29	84	0	1	114	0	14	0	31	0	45	0	0	82	22	0	104	264
07:30 PM	0	0	1	0	0	1	0	10	82	1	0	93	0	20	0	33	0	53	0	1	85	12	0	98	245
07:45 PM	0	0	0	0	2	2	0	13	56	0	0	69	0	13	0	28	2	43	0	2	93	10	0	105	219
Total	0	1	1	0	2	4	0	69	314	1	1	385	0	66	0	111	3	180	0	4	366	67	0	437	1006
08:00 PM	0	0	1	0	2	3	0	18	66	0	0	84	0	15	0	30	0	45	0	0	78	22	0	100	232
08:15 PM	0	1	0	0	0	1	0	20	67	1	2	90	0	17	1	30	2	50	0	0	90	11	0	101	242
08:30 PM	0	0	0	0	0	0	0	19	64	0	0	83	0	16	0	28	0	44	0	0	48	21	0	69	196
08:45 PM	0	0	0	0	2	2	0	5	44	0	0	49	0	25	0	31	0	56	0	1	58	23	0	82	189
Total	0	1	1	0	4	6	0	62	241	1	2	306	0	73	1	119	2	195	0	1	274	77	0	352	859
09:00 PM	0	0	1	0	0	1	0	8	47	1	0	56	0	11	0	27	0	38	0	0	55	18	0	73	168
09:15 PM	0	0	0	0	0	0	0	5	41	0	0	46	0	11	1	15	0	27	0	1	46	7	0	54	127
09:30 PM	0	0	0	0	0	0	0	6	34	0	0	40	0	3	0	6	0	9	0	0	39	16	0	55	104
09:45 PM	0	0	0	0	0	0	0	8	29	0	0	37	0	8	0	9	0	17	0	0	38	9	0	47	101
Total	0	0	1	0	0	1	0	27	151	1	0	179	0	33	1	57	0	91	0	1	178	50	0	229	500
10:00 PM	0	0	0	0	0	0	0	7	35	0	0	42	0	9	0	11	0	20	0	0	29	8	0	37	99
10:15 PM	0	0	0	0	0	0	0	4	26	0	0	30	0	3	0	12	1	16	0	0	39	4	0	43	89
10:30 PM	0	0	0	0	0	0	0	18	32	0	0	50	0	12	0	11	0	23	0	0	28	2	0	30	103

TRAFFIC DATA INC.

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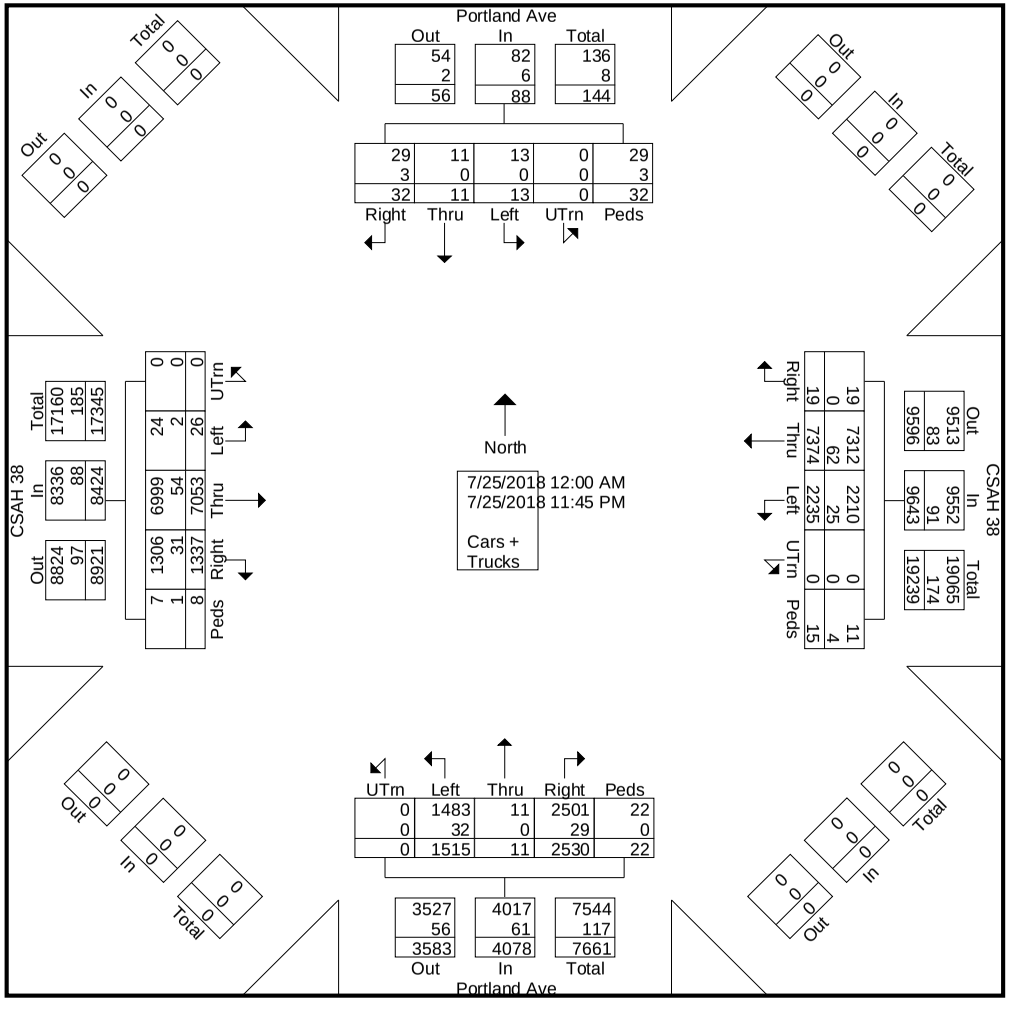
CSAH 38 & Portland Ave
Burnsville, MN

Groups Printed- Cars + - Trucks

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
10:45 PM	0	0	0	0	0	0	0	10	29	0	0	39	0	3	0	3	0	6	0	1	26	2	0	29	74
Total	0	0	0	0	0	0	0	39	122	0	0	161	0	27	0	37	1	65	0	1	122	16	0	139	365
11:00 PM	0	0	0	2	0	2	0	3	30	0	0	33	0	4	0	12	0	16	0	0	26	6	0	32	83
11:15 PM	0	0	0	0	0	0	0	1	12	0	0	13	0	1	0	4	0	5	0	0	19	3	0	22	40
11:30 PM	0	0	0	0	0	0	0	5	14	0	0	19	0	2	0	11	0	13	0	0	15	2	0	17	49
11:45 PM	0	0	0	0	0	0	0	1	7	0	0	8	0	2	0	7	0	9	0	0	8	5	0	13	30
Total	0	0	0	2	0	2	0	10	63	0	0	73	0	9	0	34	0	43	0	0	68	16	0	84	202
Grand Total	0	13	11	32	32	88	0	2235	7374	19	15	9643	0	1515	11	2530	22	4078	0	26	7053	1337	8	8424	22233
Apprch %	0	14.8	12.5	36.4	36.4		0	23.2	76.5	0.2	0.2		0	37.2	0.3	62	0.5		0	0.3	83.7	15.9	0.1		
Total %	0	0.1	0	0.1	0.1	0.4	0	10.1	33.2	0.1	0.1	43.4	0	6.8	0	11.4	0.1	18.3	0	0.1	31.7	6	0	37.9	
Cars +	0	13	11	29	29	82	0	2210	7312	19	11	9552	0	1483	11	2501	22	4017	0	24	6999	1306	7	8336	21987
% Cars +	0	100	100	90.6	90.6	93.2	0	98.9	99.2	100	73.3	99.1	0	97.9	100	98.9	100	98.5	0	92.3	99.2	97.7	87.5	99	98.9
Trucks	0	0	0	3	3	6	0	25	62	0	4	91	0	32	0	29	0	61	0	2	54	31	1	88	246
% Trucks	0	0	0	9.4	9.4	6.8	0	1.1	0.8	0	26.7	0.9	0	2.1	0	1.1	0	1.5	0	7.7	0.8	2.3	12.5	1	1.1

CSAH 38 & Portland Ave
Burnsville, MN

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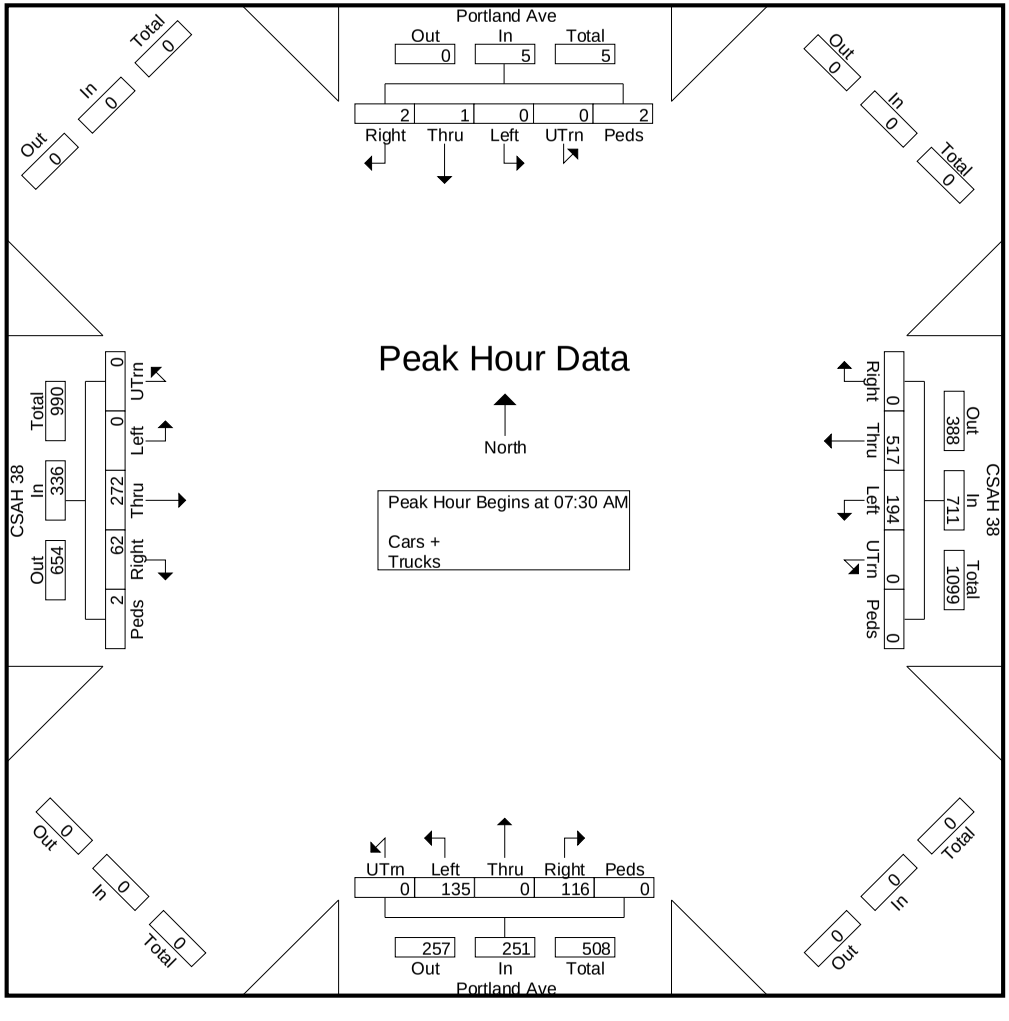
File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
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CSAH 38 & Portland Ave
Burnsville, MN

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30 AM																									
07:30 AM	0	0	0	2	2	4	0	44	124	0	0	168	0	44	0	24	0	68	0	0	76	21	1	98	338
07:45 AM	0	0	0	0	0	0	0	65	168	0	0	233	0	34	0	30	0	64	0	0	65	18	0	83	380
08:00 AM	0	0	0	0	0	0	0	30	106	0	0	136	0	27	0	26	0	53	0	0	64	9	1	74	263
08:15 AM	0	0	1	0	0	1	0	55	119	0	0	174	0	30	0	36	0	66	0	0	67	14	0	81	322
Total Volume	0	0	1	2	2	5	0	194	517	0	0	711	0	135	0	116	0	251	0	0	272	62	2	336	1303
% App. Total	0	0	20	40	40		0	27.3	72.7	0	0		0	53.8	0	46.2	0		0	0	81	18.5	0.6		
PHF	.000	.000	.250	.250	.250	.313	.000	.746	.769	.000	.000	.763	.000	.767	.000	.806	.000	.923	.000	.000	.895	.738	.500	.857	.857

CSAH 38 & Portland Ave
Burnsville, MN

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TRAFFIC DATA INC.

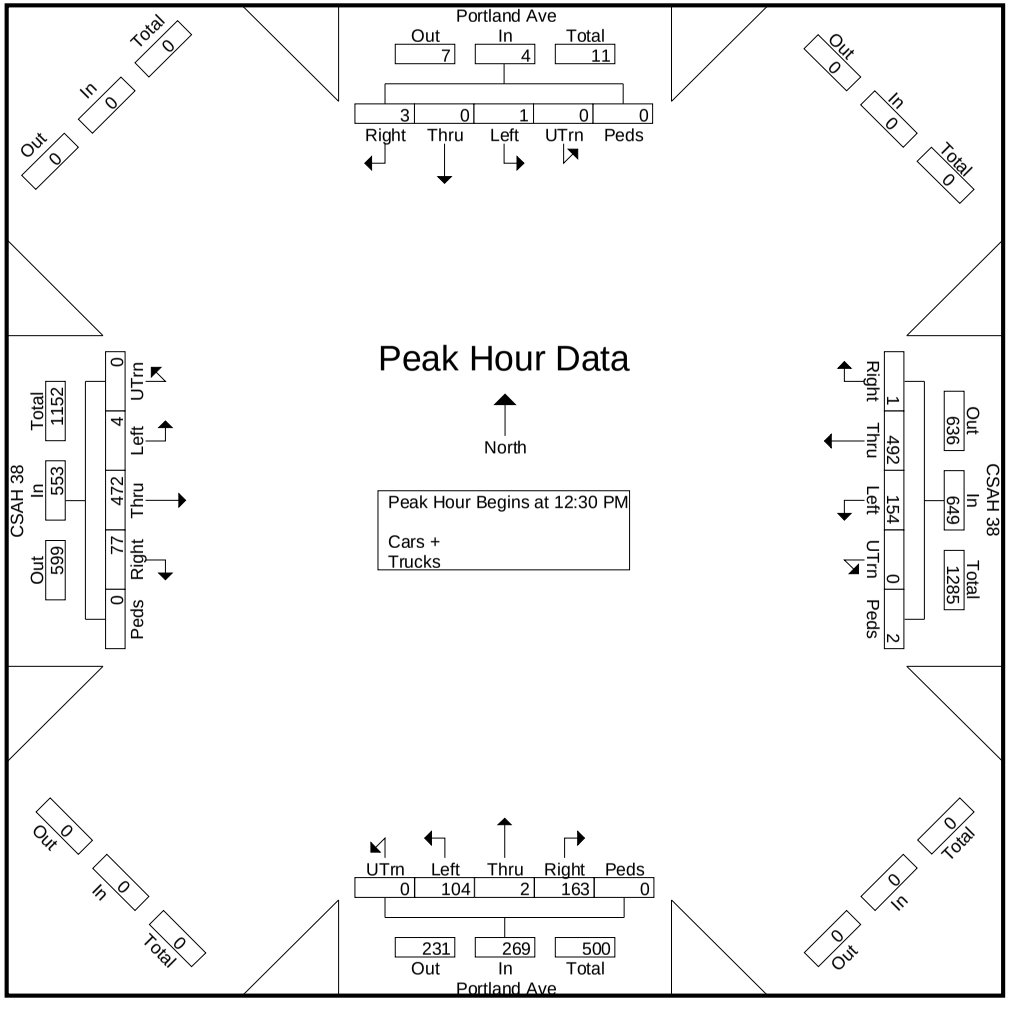
File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
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CSAH 38 & Portland Ave
Burnsville, MN

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:30 PM																									
12:30 PM	0	1	0	0	0	1	0	36	112	0	1	149	0	36	0	50	0	86	0	2	100	19	0	121	357
12:45 PM	0	0	0	2	0	2	0	49	137	0	1	187	0	18	0	40	0	58	0	1	123	18	0	142	389
01:00 PM	0	0	0	1	0	1	0	34	136	0	0	170	0	24	1	34	0	59	0	1	129	23	0	153	383
01:15 PM	0	0	0	0	0	0	0	35	107	1	0	143	0	26	1	39	0	66	0	0	120	17	0	137	346
Total Volume	0	1	0	3	0	4	0	154	492	1	2	649	0	104	2	163	0	269	0	4	472	77	0	553	1475
% App. Total	0	25	0	75	0		0	23.7	75.8	0.2	0.3		0	38.7	0.7	60.6	0		0	0.7	85.4	13.9	0		
PHF	.000	.250	.000	.375	.000	.500	.000	.786	.898	.250	.500	.868	.000	.722	.500	.815	.000	.782	.000	.500	.915	.837	.000	.904	.948

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CSAH 38 & Portland Ave
Burnsville, MN



TRAFFIC DATA INC.

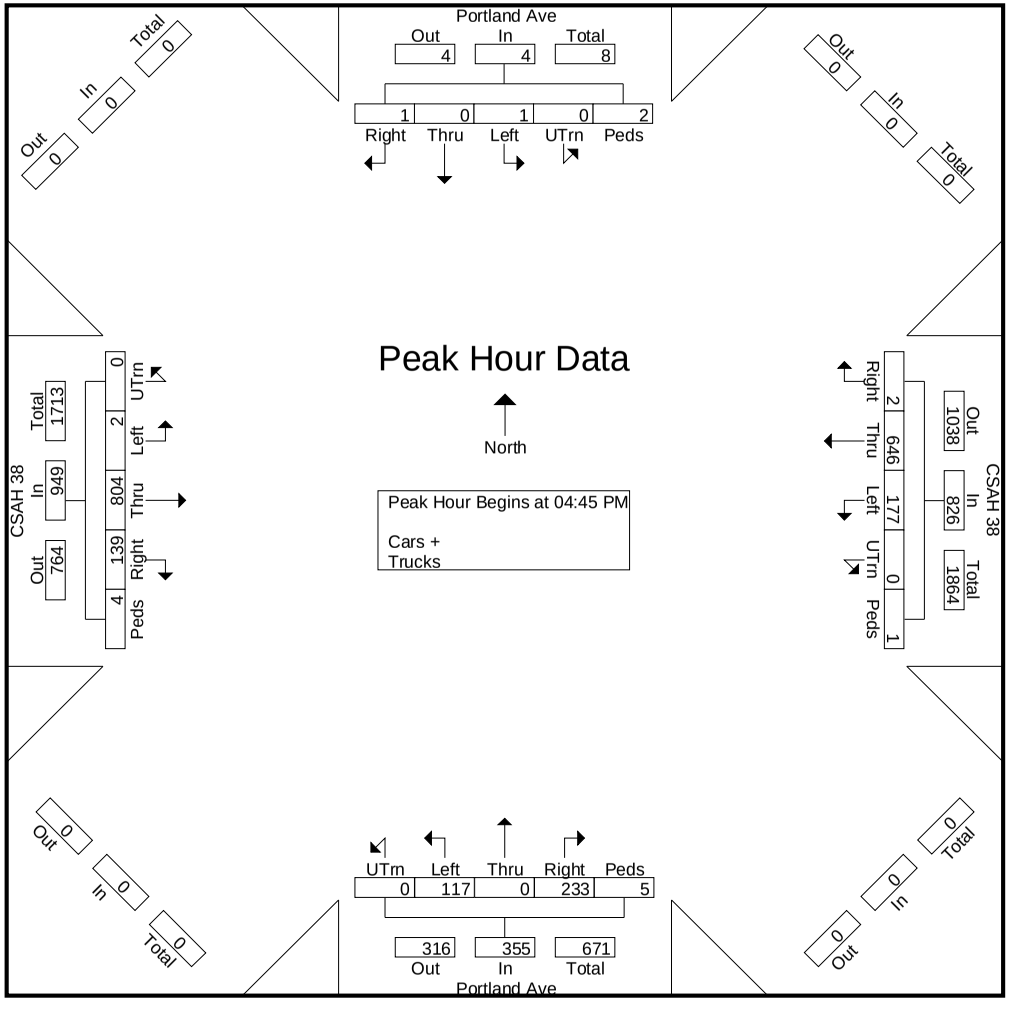
File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
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CSAH 38 & Portland Ave
Burnsville, MN

	Portland Ave Southbound						CSAH 38 Westbound						Portland Ave Northbound						CSAH 38 Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 11:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	0	0	0	0	52	159	0	0	211	0	35	0	73	1	109	0	1	199	37	0	237	557
05:00 PM	0	1	0	1	0	2	0	40	147	1	0	188	0	28	0	57	0	85	0	0	226	32	4	262	537
05:15 PM	0	0	0	0	2	2	0	50	180	1	1	232	0	34	0	52	2	88	0	1	183	36	0	220	542
05:30 PM	0	0	0	0	0	0	0	35	160	0	0	195	0	20	0	51	2	73	0	0	196	34	0	230	498
Total Volume	0	1	0	1	2	4	0	177	646	2	1	826	0	117	0	233	5	355	0	2	804	139	4	949	2134
% App. Total	0	25	0	25	50		0	21.4	78.2	0.2	0.1		0	33	0	65.6	1.4		0	0.2	84.7	14.6	0.4		
PHF	.000	.250	.000	.250	.250	.500	.000	.851	.897	.500	.250	.890	.000	.836	.000	.798	.625	.814	.000	.500	.889	.939	.250	.906	.958

CSAH 38 & Portland Ave
Burnsville, MN

File Name : 9 - CSAH 38 & Portland Ave, 7-25-18
Site Code : 9
Start Date : 7/25/2018
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Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015
Page No : 1

Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						Southcross Dr Westbound						CSAH 5 Northbound						Southcross Dr Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	0	26	0	0	26	0	0	3	6	1	10	0	32	114	3	0	149	0	2	14	13	0	29	214
06:15 AM	1	3	26	1	0	31	0	0	10	7	1	18	0	51	213	3	0	267	0	8	26	10	1	45	361
06:30 AM	0	2	41	3	0	46	0	1	16	18	1	36	0	31	252	6	0	289	0	16	24	14	0	54	425
06:45 AM	0	7	39	5	0	51	0	0	20	16	0	36	0	52	329	5	0	386	0	14	24	13	0	51	524
Total	1	12	132	9	0	154	0	1	49	47	3	100	0	166	908	17	0	1091	0	40	88	50	1	179	1524
07:00 AM	2	2	48	1	0	53	0	2	25	21	0	48	0	33	316	7	0	356	0	10	21	14	1	46	503
07:15 AM	3	3	41	3	0	50	0	0	25	14	0	39	0	62	308	4	0	374	0	12	13	16	0	41	504
07:30 AM	1	4	62	1	0	68	0	3	38	16	0	57	0	58	282	7	1	348	0	5	31	18	0	54	527
07:45 AM	1	12	63	7	0	83	0	1	43	13	0	57	0	73	263	9	0	345	0	10	16	17	1	44	529
Total	7	21	214	12	0	254	0	6	131	64	0	201	0	226	1169	27	1	1423	0	37	81	65	2	185	2063
08:00 AM	0	4	46	5	1	56	0	4	20	12	0	36	0	45	205	7	0	257	0	9	19	17	2	47	396
08:15 AM	0	4	65	8	0	77	1	2	20	18	0	41	0	47	185	7	1	240	0	11	20	18	0	49	407
08:30 AM	0	6	47	1	0	54	0	3	19	18	3	43	0	34	177	4	0	215	0	7	24	16	0	47	359
08:45 AM	0	9	55	15	2	81	0	2	18	19	0	39	0	36	179	6	0	221	0	5	15	23	1	44	385
Total	0	23	213	29	3	268	1	11	77	67	3	159	0	162	746	24	1	933	0	32	78	74	3	187	1547
09:00 AM	1	6	63	4	1	75	0	2	12	10	0	24	0	17	118	5	0	140	0	12	9	13	0	34	273
09:15 AM	1	4	50	10	1	66	0	0	8	5	0	13	0	22	128	3	0	153	0	2	12	16	0	30	262
09:30 AM	1	5	57	7	0	70	1	2	14	11	1	29	0	23	100	4	0	127	1	7	13	15	0	36	262
09:45 AM	1	10	45	7	1	64	0	1	14	10	0	25	0	18	110	9	0	137	0	7	18	17	0	42	268
Total	4	25	215	28	3	275	1	5	48	36	1	91	0	80	456	21	0	557	1	28	52	61	0	142	1065
10:00 AM	1	10	56	6	0	73	0	3	8	9	0	20	0	8	84	11	0	103	0	2	20	14	0	36	232
10:15 AM	0	6	70	4	0	80	0	6	12	11	0	29	0	21	83	2	0	106	0	8	15	17	0	40	255
10:30 AM	2	5	62	4	0	73	0	0	14	7	0	21	0	14	75	6	0	95	0	7	15	10	0	32	221
10:45 AM	2	8	62	10	0	82	0	2	13	5	2	22	0	13	80	0	0	93	1	10	13	11	0	35	232
Total	5	29	250	24	0	308	0	11	47	32	2	92	0	56	322	19	0	397	1	27	63	52	0	143	940
11:00 AM	1	9	67	4	0	81	0	5	7	8	0	20	0	20	64	2	0	86	0	9	17	12	1	39	226
11:15 AM	1	10	66	11	0	88	0	3	5	11	0	19	0	10	87	9	0	106	0	11	13	19	0	43	256
11:30 AM	4	9	71	6	0	90	0	2	17	9	0	28	0	14	68	5	0	87	0	18	20	29	0	67	272
11:45 AM	1	5	58	13	0	77	0	1	19	11	1	32	0	21	84	9	0	114	0	7	21	16	0	44	267
Total	7	33	262	34	0	336	0	11	48	39	1	99	0	65	303	25	0	393	0	45	71	76	1	193	1021
12:00 PM	0	11	68	8	0	87	0	4	18	14	0	36	0	16	79	8	0	103	0	15	17	22	1	55	281
12:15 PM	2	8	74	6	0	90	2	2	16	11	0	31	0	24	85	6	0	115	0	18	11	17	1	47	283
12:30 PM	1	13	72	9	0	95	0	4	15	16	0	35	0	26	77	8	0	111	0	7	23	18	2	50	291
12:45 PM	0	6	71	15	2	94	0	6	16	15	1	38	0	25	84	3	0	112	0	11	20	20	0	51	295
Total	3	38	285	38	2	366	2	16	65	56	1	140	0	91	325	25	0	441	0	51	71	77	4	203	1150
01:00 PM	2	4	75	4	1	86	0	3	19	5	0	27	0	18	67	7	0	92	0	11	27	15	1	54	259
01:15 PM	1	6	68	8	0	83	0	3	17	8	0	28	0	13	89	3	0	105	0	2	4	20	0	26	242
01:30 PM	2	5	75	9	0	91	1	4	10	13	0	28	0	12	76	4	0	92	1	9	14	20	1	45	256
01:45 PM	0	5	73	5	0	83	0	6	24	16	0	46	0	16	87	8	0	111	1	5	16	15	0	37	277
Total	5	20	291	26	1	343	1	16	70	42	0	129	0	59	319	22	0	400	2	27	61	70	2	162	1034

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015
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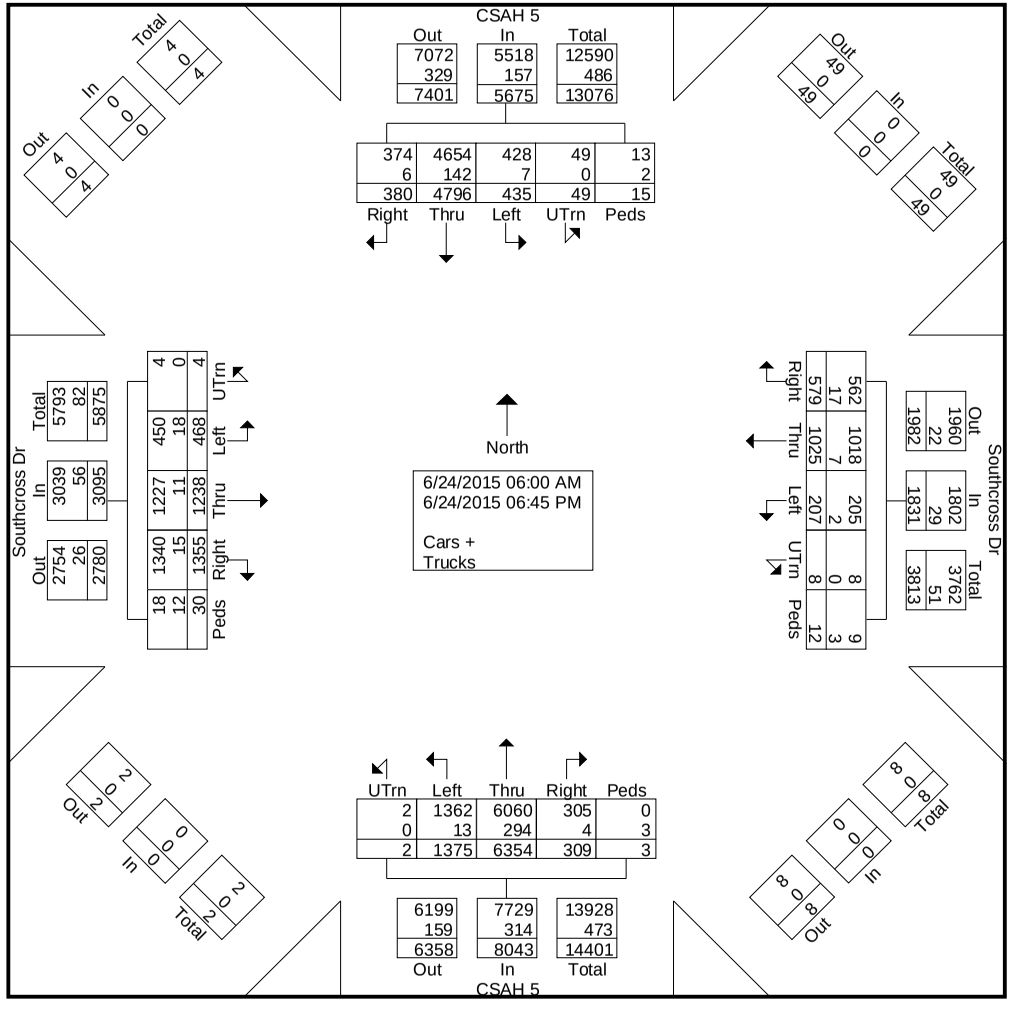
Groups Printed- Cars + - Trucks

	CSAH 5 Southbound						Southcross Dr Westbound						CSAH 5 Northbound						Southcross Dr Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
02:00 PM	1	14	61	8	0	84	1	2	11	12	0	26	0	16	76	6	0	98	0	10	18	27	2	57	265
02:15 PM	0	6	70	7	0	83	0	6	12	4	0	22	0	10	74	6	0	90	0	7	13	10	0	30	225
02:30 PM	0	3	88	8	1	100	0	4	14	6	0	24	0	15	69	7	0	91	0	6	15	30	2	53	268
02:45 PM	2	11	89	11	0	113	0	3	19	5	0	27	0	30	69	2	0	101	0	9	8	22	0	39	280
Total	3	34	308	34	1	380	1	15	56	27	0	99	0	71	288	21	0	380	0	32	54	89	4	179	1038
03:00 PM	0	7	82	7	0	96	0	3	17	5	1	26	0	16	81	9	0	106	0	8	23	40	2	73	301
03:15 PM	1	5	106	5	0	117	0	7	24	8	0	39	0	25	71	5	1	102	0	8	28	34	0	70	328
03:30 PM	1	8	138	6	0	153	0	4	22	11	0	37	1	12	102	9	0	124	0	9	33	42	1	85	399
03:45 PM	0	13	134	8	0	155	0	9	32	14	0	55	0	31	96	5	0	132	0	9	33	46	0	88	430
Total	2	33	460	26	0	521	0	23	95	38	1	157	1	84	350	28	1	464	0	34	117	162	3	316	1458
04:00 PM	0	20	174	12	0	206	0	4	34	15	0	53	0	25	96	11	0	132	0	15	57	61	1	134	525
04:15 PM	1	13	171	12	1	198	0	9	30	9	0	48	0	29	104	7	0	140	0	11	41	36	1	89	475
04:30 PM	1	19	168	3	0	191	0	4	42	14	0	60	0	26	104	9	0	139	0	13	57	73	0	143	533
04:45 PM	1	18	196	14	0	229	0	9	37	9	0	55	0	32	110	6	0	148	0	9	51	72	0	132	564
Total	3	70	709	41	1	824	0	26	143	47	0	216	0	112	414	33	0	559	0	48	206	242	2	498	2097
05:00 PM	2	14	276	15	0	307	1	11	33	12	0	57	0	31	86	6	0	123	0	19	85	94	1	199	686
05:15 PM	0	17	282	16	0	315	0	12	26	11	0	49	1	30	117	6	0	154	0	11	53	64	1	129	647
05:30 PM	1	13	246	6	0	266	0	11	35	11	0	57	0	22	113	9	0	144	0	6	42	50	2	100	567
05:45 PM	1	12	169	12	0	194	0	8	29	7	0	44	0	25	96	5	0	126	0	8	31	39	0	78	442
Total	4	56	973	49	0	1082	1	42	123	41	0	207	1	108	412	26	0	547	0	44	211	247	4	506	2342
06:00 PM	0	13	188	8	0	209	0	9	14	18	0	41	0	24	95	3	0	122	0	5	23	25	1	54	426
06:15 PM	2	12	102	6	3	125	0	9	25	10	0	44	0	35	83	7	0	125	0	5	27	27	3	62	356
06:30 PM	0	11	101	9	1	122	0	5	24	8	0	37	0	19	80	4	0	103	0	6	17	22	0	45	307
06:45 PM	3	5	93	7	0	108	1	1	10	7	0	19	0	17	84	7	0	108	0	7	18	16	0	41	276
Total	5	41	484	30	4	564	1	24	73	43	0	141	0	95	342	21	0	458	0	23	85	90	4	202	1365
Grand Total	49	435	4796	380	15	5675	8	207	1025	579	12	1831	2	1375	6354	309	3	8043	4	468	1238	1355	30	3095	18644
Apprch %	0.9	7.7	84.5	6.7	0.3		0.4	11.3	56	31.6	0.7		0	17.1	79	3.8	0		0.1	15.1	40	43.8	1		
Total %	0.3	2.3	25.7	2	0.1	30.4	0	1.1	5.5	3.1	0.1	9.8	0	7.4	34.1	1.7	0	43.1	0	2.5	6.6	7.3	0.2	16.6	
Cars +	49	428	4654	374	13	5518	8	205	1018	562	9	1802	2	1362	6060	305	0	7729	4	450	1227	1340	18	3039	18088
% Cars +	100	98.4	97	98.4	86.7	97.2	100	99	99.3	97.1	75	98.4	100	99.1	95.4	98.7	0	96.1	100	96.2	99.1	98.9	60	98.2	97
Trucks	0	7	142	6	2	157	0	2	7	17	3	29	0	13	294	4	3	314	0	18	11	15	12	56	556
% Trucks	0	1.6	3	1.6	13.3	2.8	0	1	0.7	2.9	25	1.6	0	0.9	4.6	1.3	100	3.9	0	3.8	0.9	1.1	40	1.8	3

Traffic Data Inc

PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
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Traffic Data Inc

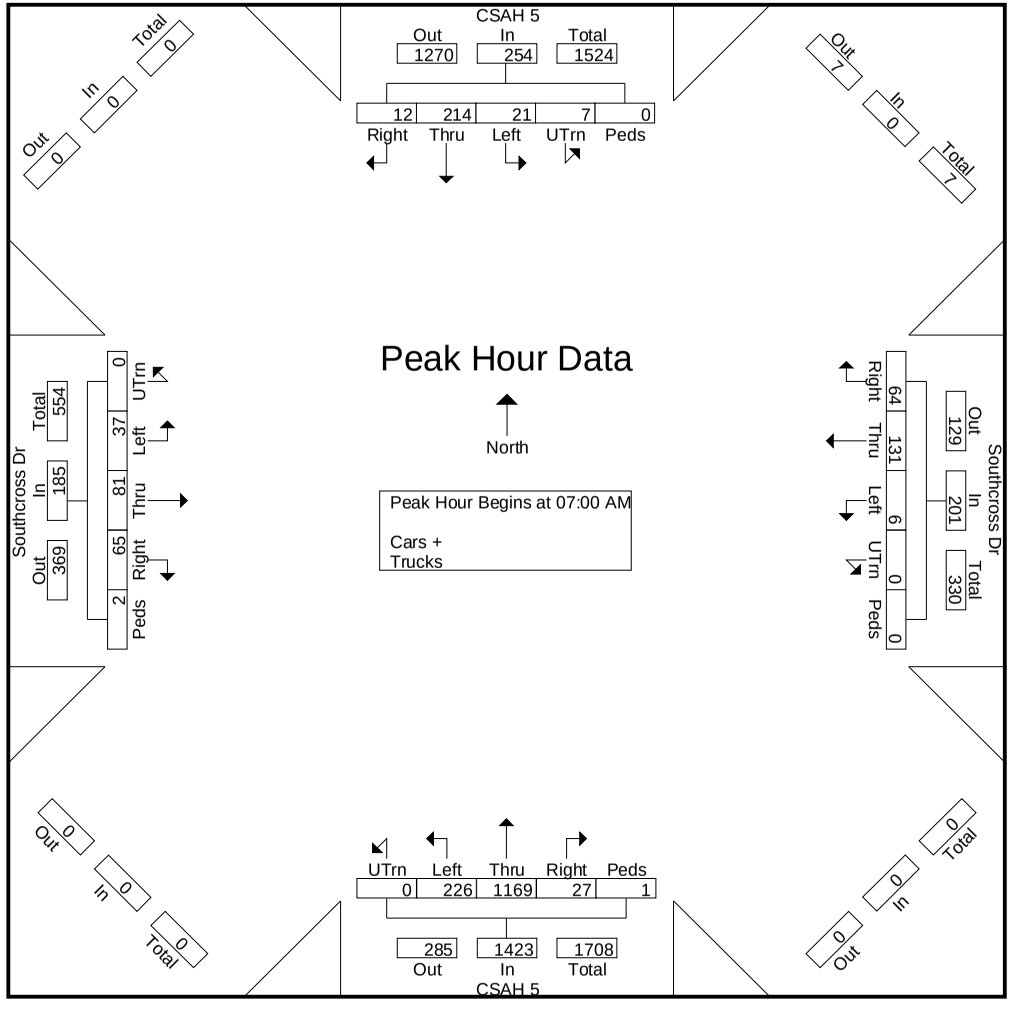
PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015

	CSAH 5 Southbound						Southcross Dr Westbound						CSAH 5 Northbound						Southcross Dr Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:00 AM																									
07:00 AM	2	2	48	1	0	53	0	2	25	21	0	48	0	33	316	7	0	356	0	10	21	14	1	46	503
07:15 AM	3	3	41	3	0	50	0	0	25	14	0	39	0	62	308	4	0	374	0	12	13	16	0	41	504
07:30 AM	1	4	62	1	0	68	0	3	38	16	0	57	0	58	282	7	1	348	0	5	31	18	0	54	527
07:45 AM	1	12	63	7	0	83	0	1	43	13	0	57	0	73	263	9	0	345	0	10	16	17	1	44	529
Total Volume	7	21	214	12	0	254	0	6	131	64	0	201	0	226	1169	27	1	1423	0	37	81	65	2	185	2063
% App. Total	2.8	8.3	84.3	4.7	0		0	3	65.2	31.8	0		0	15.9	82.2	1.9	0.1		0	20	43.8	35.1	1.1		
PHF	.583	.438	.849	.429	.000	.765	.000	.500	.762	.762	.000	.882	.000	.774	.925	.750	.250	.951	.000	.771	.653	.903	.500	.856	.975

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015
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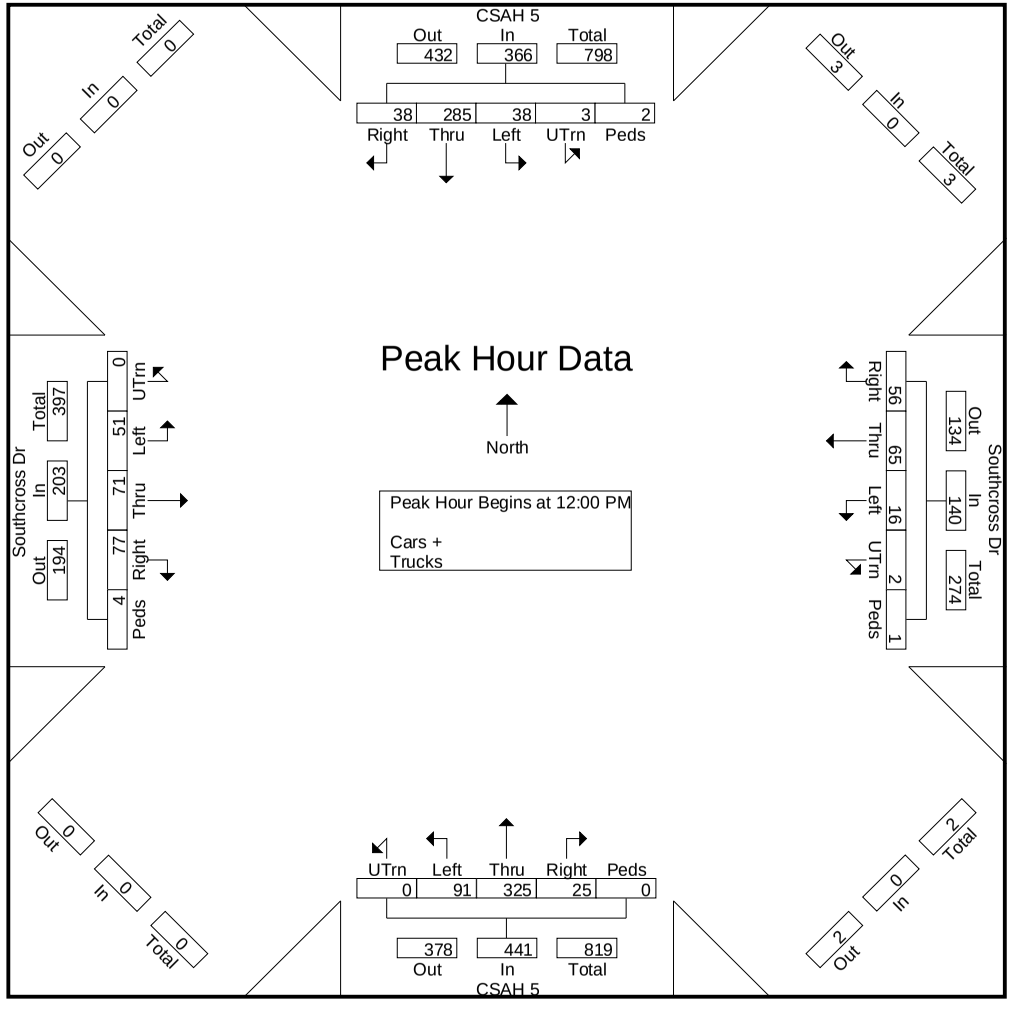
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PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015
Page No : 6

	CSAH 5 Southbound						Southcross Dr Westbound						CSAH 5 Northbound						Southcross Dr Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 12:00 PM																									
12:00 PM	0	11	68	8	0	87	0	4	18	14	0	36	0	16	79	8	0	103	0	15	17	22	1	55	281
12:15 PM	2	8	74	6	0	90	2	2	16	11	0	31	0	24	85	6	0	115	0	18	11	17	1	47	283
12:30 PM	1	13	72	9	0	95	0	4	15	16	0	35	0	26	77	8	0	111	0	7	23	18	2	50	291
12:45 PM	0	6	71	15	2	94	0	6	16	15	1	38	0	25	84	3	0	112	0	11	20	20	0	51	295
Total Volume	3	38	285	38	2	366	2	16	65	56	1	140	0	91	325	25	0	441	0	51	71	77	4	203	1150
% App. Total	0.8	10.4	77.9	10.4	0.5		1.4	11.4	46.4	40	0.7		0	20.6	73.7	5.7	0		0	25.1	35	37.9	2		
PHF	.375	.731	.963	.633	.250	.963	.250	.667	.903	.875	.250	.921	.000	.875	.956	.781	.000	.959	.000	.708	.772	.875	.500	.923	.975

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PO Box 16296
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File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
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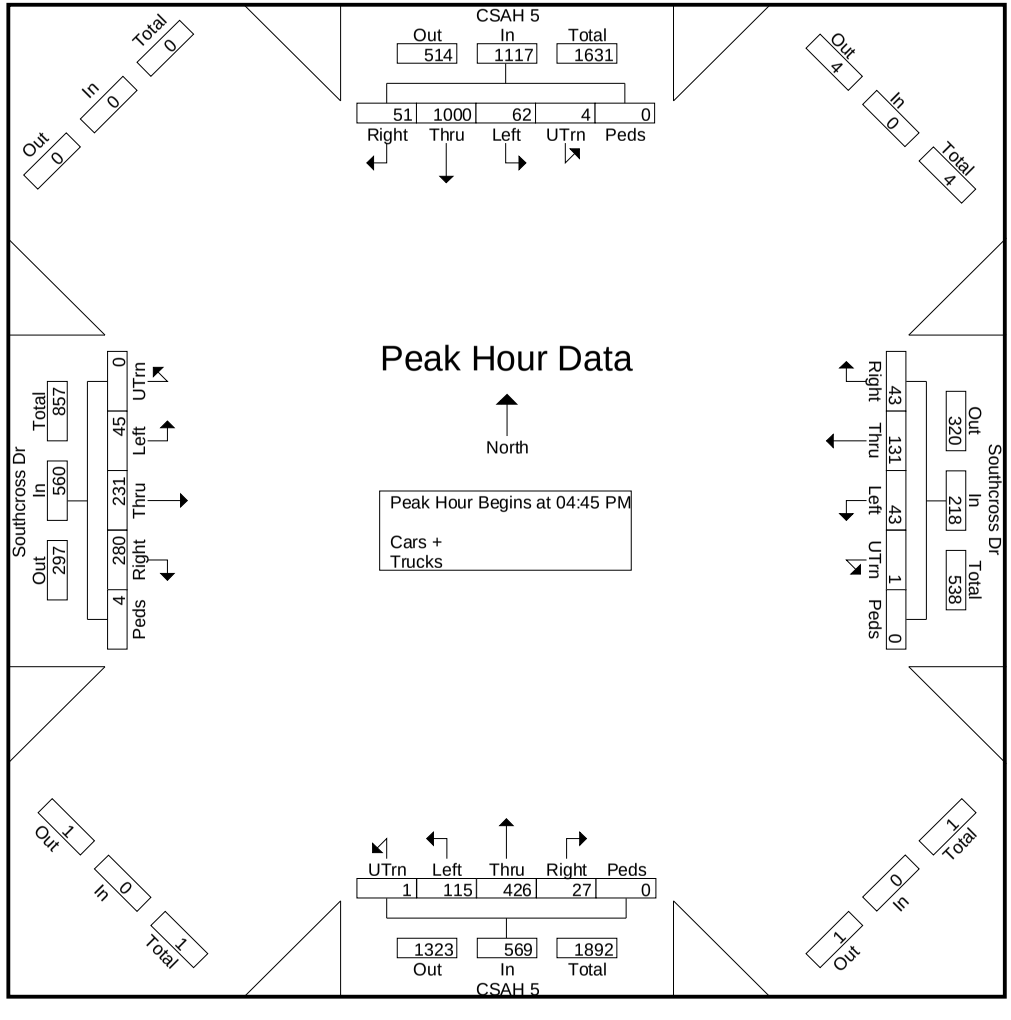
PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015

	CSAH 5 Southbound						Southcross Dr Westbound						CSAH 5 Northbound						Southcross Dr Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	1	18	196	14	0	229	0	9	37	9	0	55	0	32	110	6	0	148	0	9	51	72	0	132	564
05:00 PM	2	14	276	15	0	307	1	11	33	12	0	57	0	31	86	6	0	123	0	19	85	94	1	199	686
05:15 PM	0	17	282	16	0	315	0	12	26	11	0	49	1	30	117	6	0	154	0	11	53	64	1	129	647
05:30 PM	1	13	246	6	0	266	0	11	35	11	0	57	0	22	113	9	0	144	0	6	42	50	2	100	567
Total Volume	4	62	1000	51	0	1117	1	43	131	43	0	218	1	115	426	27	0	569	0	45	231	280	4	560	2464
% App. Total	0.4	5.6	89.5	4.6	0		0.5	19.7	60.1	19.7	0		0.2	20.2	74.9	4.7	0		0	8	41.2	50	0.7		
PHF	.500	.861	.887	.797	.000	.887	.250	.896	.885	.896	.000	.956	.250	.898	.910	.750	.000	.924	.000	.592	.679	.745	.500	.704	.898

Traffic Data Inc
PO Box 16296
St. Louis Park, MN 55416

File Name : 6 - CSAH 5 & Southcross Dr, 6-24-15, 6am-7pm
Site Code :
Start Date : 6/24/2015
Page No : 9



Intersection Safety Screening

Intersection: Aldrich & 141st

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	4
Property Damage	6
Total Crashes	10

Intersection Characteristics	
Entering Volume	12,500
Traffic Control	Signals
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = $75,520

Statewide Comparison

Signals: low volume, low speed

Total Crash Rate	
Observed	0.44
Statewide Average	0.52
Critical Rate	0.92
Critical Index	**0.48**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.42
Critical Rate	4.36
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.44 per MEV; this is 52% below the critical rate. Based on similar statewide intersections, an additional 11 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Aldrich & 140th

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	3
Property Damage	9
Total Crashes	12

Intersection Characteristics	
Entering Volume	12,000
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = $63,480

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.55
Statewide Average	0.18
Critical Rate	0.44
Critical Index	**1.25**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	4.17
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.55 per MEV; this is 1.3 times the critical rate. If crashes were reduced by 2 over five years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Buckhill & Middle Mall Access

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	1
Property Damage	0
Total Crashes	1

Intersection Characteristics	
Entering Volume	10,800
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $16,600

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.05
Statewide Average	0.18
Critical Rate	0.46
Critical Index	**0.11**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	4.51
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.05 per MEV; this is 89% below the critical rate. Based on similar statewide intersections, an additional 9 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Buckhill & Northernmost Mall Access

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	0
Property Damage	2
Total Crashes	2

Intersection Characteristics	
Entering Volume	10,800
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $3,040

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.10
Statewide Average	0.18
Critical Rate	0.46
Critical Index	**0.22**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	4.51
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.10 per MEV; this is 78% below the critical rate. Based on similar statewide intersections, an additional 8 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Buckhill & Southernmost Mall Access

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	0
Property Damage	1
Total Crashes	1

Intersection Characteristics	
Entering Volume	10,800
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $1,520

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.05
Statewide Average	0.18
Critical Rate	0.46
Critical Index	**0.11**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	4.51
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.05 per MEV; this is 89% below the critical rate. Based on similar statewide intersections, an additional 9 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Burnhaven & 141st

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	2
Property Damage	8
Total Crashes	11

Intersection Characteristics	
Entering Volume	12,300
Traffic Control	Signals
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = $79,360

Statewide Comparison

Signals: low volume, low speed

Total Crash Rate	
Observed	0.49
Statewide Average	0.52
Critical Rate	0.93
Critical Index	**0.53**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.42
Critical Rate	4.41
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.49 per MEV; this is 47% below the critical rate. Based on similar statewide intersections, an additional 10 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Burnhaven & 143rd

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	0
Property Damage	1
Total Crashes	1

Intersection Characteristics	
Entering Volume	6,200
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	35 mph

Annual crash cost = $1,520

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.09
Statewide Average	0.18
Critical Rate	0.56
Critical Index	**0.16**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	6.92
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.09 per MEV; this is 84% below the critical rate. Based on similar statewide intersections, an additional 6 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Burnhaven & Executive

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	0
Property Damage	1
Total Crashes	1

Intersection Characteristics	
Entering Volume	6,200
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	35 mph

Annual crash cost = $1,520

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.09
Statewide Average	0.18
Critical Rate	0.56
Critical Index	**0.16**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	6.92
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.09 per MEV; this is 84% below the critical rate. Based on similar statewide intersections, an additional 6 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Burnhaven & 140th

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	2
Property Damage	6
Total Crashes	9

Intersection Characteristics	
Entering Volume	6,500
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	35 mph

Annual crash cost = $76,320

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.76
Statewide Average	0.18
Critical Rate	0.55
Critical Index	**1.38**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	6.66
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.76 per MEV; this is 1.4 times the critical rate. If crashes were reduced by 2 over five years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: 143rd W_CSAH 5

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	0
Property Damage	2
Total Crashes	2

Intersection Characteristics	
Entering Volume	16,100
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $3,040

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.07
Statewide Average	0.70
Critical Rate	1.11
Critical Index	**0.06**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.76
Critical Rate	4.53
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.07 per MEV; this is 94% below the critical rate. Based on similar statewide intersections, an additional 31 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH 5 & McAndrews Road

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	7
Property Damage	15
Total Crashes	23

Intersection Characteristics	
Entering Volume	23,800
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $288,333

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.88
Statewide Average	0.72
Critical Rate	1.16
Critical Index	**0.76**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	4.91
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.88 per MEV; this is 24% below the critical rate. Based on similar statewide intersections, an additional 8 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH5 & Southcross

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	1
Property Damage	12
Total Crashes	15

Intersection Characteristics	
Entering Volume	19,675
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $102,840

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.42
Statewide Average	0.70
Critical Rate	1.07
Critical Index	**0.39**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.76
Critical Rate	4.03
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.42 per MEV; this is 61% below the critical rate. Based on similar statewide intersections, an additional 24 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & 3/4 Access

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	4
Possible Injury	8
Property Damage	18
Total Crashes	30

Intersection Characteristics	
Entering Volume	55,450
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $493,600

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.49
Statewide Average	0.72
Critical Rate	1.01
Critical Index	**0.49**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.05
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.49 per MEV; this is 51% below the critical rate. Based on similar statewide intersections, an additional 32 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & I-35E (NB)

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	4
Possible Injury	22
Property Damage	55
Total Crashes	81

Intersection Characteristics	
Entering Volume	39,500
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $974,667

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	1.87
Statewide Average	0.72
Critical Rate	1.06
Critical Index	**1.76**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.65
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 1.87 per MEV; this is 1.8 times the critical rate. If crashes were reduced by 35 over three years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & 35E (S)

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	11
Property Damage	56
Total Crashes	69

Intersection Characteristics	
Entering Volume	51,150
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $559,533

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	1.23
Statewide Average	0.72
Critical Rate	1.02
Critical Index	**1.21**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.18
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 1.23 per MEV; this is 1.2 times the critical rate. If crashes were reduced by 11 over three years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & 35W (N)

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	5
Possible Injury	5
Property Damage	25
Total Crashes	35

Intersection Characteristics	
Entering Volume	39,490
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $485,000

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.81
Statewide Average	0.72
Critical Rate	1.06
Critical Index	**0.76**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.65
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.81 per MEV; this is 24% below the critical rate. Based on similar statewide intersections, an additional 11 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & 35W (S)

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	3
Possible Injury	9
Property Damage	47
Total Crashes	60

Intersection Characteristics	
Entering Volume	56,620
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $728,067

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.97
Statewide Average	0.72
Critical Rate	1.00
Critical Index	**0.97**

Fatal & Serious Injury Crash Rate	
Observed	1.61
Statewide Average	0.78
Critical Rate	3.02
Critical Index	**0.53**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.97 per MEV; this is 3% below the critical rate. Based on similar statewide intersections, an additional 2 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 1.61 per 100 MEV; this is 47% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & Aldrich

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	13
Property Damage	53
Total Crashes	68

Intersection Characteristics	
Entering Volume	55,450
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $607,267

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	1.12
Statewide Average	0.72
Critical Rate	1.01
Critical Index	**1.11**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.05
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 1.12 per MEV; this is 1.1 times the critical rate. If crashes were reduced by 6 over three years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & Burnhaven

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	2
Possible Injury	7
Property Damage	22
Total Crashes	32

Intersection Characteristics	
Entering Volume	51,800
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $552,733

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.56
Statewide Average	0.72
Critical Rate	1.02
Critical Index	**0.55**

Fatal & Serious Injury Crash Rate	
Observed	1.76
Statewide Average	0.78
Critical Rate	3.16
Critical Index	**0.56**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.56 per MEV; this is 45% below the critical rate. Based on similar statewide intersections, an additional 26 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 1.76 per 100 MEV; this is 44% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH 42 & CSAH 5

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	4
Possible Injury	20
Property Damage	32
Total Crashes	56

Intersection Characteristics	
Entering Volume	53,400
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $861,067

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.96
Statewide Average	0.72
Critical Rate	1.01
Critical Index	**0.95**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.11
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.96 per MEV; this is 5% below the critical rate. Based on similar statewide intersections, an additional 4 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & Irving

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	3
Possible Injury	6
Property Damage	27
Total Crashes	36

Intersection Characteristics	
Entering Volume	36,500
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $404,400

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.90
Statewide Average	0.72
Critical Rate	1.07
Critical Index	**0.84**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	3.82
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.90 per MEV; this is 16% below the critical rate. Based on similar statewide intersections, an additional 7 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 & Nicollet Ave

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	17
Property Damage	58
Total Crashes	76

Intersection Characteristics	
Entering Volume	62,900
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $673,933

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	1.10
Statewide Average	0.72
Critical Rate	0.99
Critical Index	**1.11**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	2.86
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 1.10 per MEV; this is 1.1 times the critical rate. If crashes were reduced by 7 over three years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: CSAH42 &Portland

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	2
Possible Injury	4
Property Damage	24
Total Crashes	31

Intersection Characteristics	
Entering Volume	33,700
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $474,800

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.84
Statewide Average	0.72
Critical Rate	1.09
Critical Index	**0.77**

Fatal & Serious Injury Crash Rate	
Observed	2.71
Statewide Average	0.78
Critical Rate	3.99
Critical Index	**0.68**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.84 per MEV; this is 23% below the critical rate. Based on similar statewide intersections, an additional 10 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 2.71 per 100 MEV; this is 32% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Irving Avenue & 143rd Street

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	2
Property Damage	1
Total Crashes	3

Intersection Characteristics	
Entering Volume	5,000
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	35 mph

Annual crash cost = $34,720

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.33
Statewide Average	0.18
Critical Rate	0.60
Critical Index	**0.55**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.33
Critical Rate	8.22
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.33 per MEV; this is 45% below the critical rate. Based on similar statewide intersections, an additional 3 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: McAndrews Road & 141st St

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	3
Property Damage	7
Total Crashes	10

Intersection Characteristics	
Entering Volume	16,500
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $100,733

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.55
Statewide Average	0.19
Critical Rate	0.48
Critical Index	**1.15**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.36
Critical Rate	4.92
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.55 per MEV; this is 1.2 times the critical rate. If crashes were reduced by 1 over three years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: McAndrews Road & Aldrich

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	1
Property Damage	7
Total Crashes	8

Intersection Characteristics	
Entering Volume	23,050
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $45,400

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.32
Statewide Average	0.72
Critical Rate	1.17
Critical Index	**0.27**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	5.01
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.32 per MEV; this is 73% below the critical rate. Based on similar statewide intersections, an additional 22 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: McAndrews Road & Burnhaven

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	1
Property Damage	5
Total Crashes	7

Intersection Characteristics	
Entering Volume	19,800
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $97,000

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.32
Statewide Average	0.19
Critical Rate	0.45
Critical Index	**0.71**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.36
Critical Rate	4.30
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.32 per MEV; this is 29% below the critical rate. Based on similar statewide intersections, an additional 3 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: McAndrews Road & Irving Ave

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	3
Possible Injury	1
Property Damage	11
Total Crashes	16

Intersection Characteristics	
Entering Volume	16,500
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $415,533

Statewide Comparison *Urban Thru / Stop*

Total Crash Rate	
Observed	0.89
Statewide Average	0.19
Critical Rate	0.48
Critical Index	**1.85**

Fatal & Serious Injury Crash Rate	
Observed	5.53
Statewide Average	0.36
Critical Rate	4.92
Critical Index	**1.12**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.89 per MEV; this is 1.9 times the critical rate. If crashes were reduced by 7 over three years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 5.53 per 100 MEV; this is 1.1 times the critical rate.

Intersection Safety Screening

Intersection: McAndrews Road & Nicollet Ave

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	7
Property Damage	16
Total Crashes	25

Intersection Characteristics	
Entering Volume	29,750
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $347,533

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.77
Statewide Average	0.72
Critical Rate	1.11
Critical Index	**0.69**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	4.29
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.77 per MEV; this is 31% below the critical rate. Based on similar statewide intersections, an additional 12 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: McAndrews Road & Portland

Crash Data, 2013-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	1
Property Damage	7
Total Crashes	10

Intersection Characteristics	
Entering Volume	23,350
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $158,733

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.39
Statewide Average	0.72
Critical Rate	1.17
Critical Index	**0.33**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.78
Critical Rate	4.97
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.39 per MEV; this is 67% below the critical rate. Based on similar statewide intersections, an additional 20 crashes over the three years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Nicollet Ave & Fairview Ave

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	4
Property Damage	14
Total Crashes	20

Intersection Characteristics	
Entering Volume	19,750
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $155,680

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.55
Statewide Average	0.70
Critical Rate	1.07
Critical Index	**0.51**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.76
Critical Rate	4.02
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.55 per MEV; this is 49% below the critical rate. Based on similar statewide intersections, an additional 19 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Nicollet Ave & Nicollet Blvd

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	8
Property Damage	26
Total Crashes	35

Intersection Characteristics	
Entering Volume	19,750
Traffic Control	Signals
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $206,320

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.97
Statewide Average	0.70
Critical Rate	1.07
Critical Index	**0.91**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.76
Critical Rate	4.02
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.97 per MEV; this is 9% below the critical rate. Based on similar statewide intersections, an additional 4 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Portland &Nicollet Blvd

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	1
Property Damage	4
Total Crashes	5

Intersection Characteristics	
Entering Volume	11,100
Traffic Control	All stop
Environment	Suburban
Speed Limit	40 mph

Annual crash cost = $22,680

Statewide Comparison *All Way Stop*

Total Crash Rate	
Observed	0.25
Statewide Average	0.35
Critical Rate	0.72
Critical Index	**0.35**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.57
Critical Rate	5.19
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.25 per MEV; this is 65% below the critical rate. Based on similar statewide intersections, an additional 10 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Southcross & Buck Hill

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	2
Possible Injury	4
Property Damage	11
Total Crashes	17

Intersection Characteristics	
Entering Volume	15,200
Traffic Control	Signals
Environment	Suburban
Speed Limit	45 mph

Annual crash cost = $151,120

Statewide Comparison

Signals: low volume, low speed

Total Crash Rate	
Observed	0.61
Statewide Average	0.52
Critical Rate	0.88
Critical Index	**0.69**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.42
Critical Rate	3.81
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.61 per MEV; this is 31% below the critical rate. Based on similar statewide intersections, an additional 8 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Southcross & Burnhaven

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	2
Property Damage	8
Total Crashes	10

Intersection Characteristics	
Entering Volume	10,450
Traffic Control	Signals
Environment	Suburban
Speed Limit	35 mph

Annual crash cost = $45,360

Statewide Comparison

Signals: low volume, low speed

Total Crash Rate	
Observed	0.52
Statewide Average	0.52
Critical Rate	0.97
Critical Index	**0.54**

Fatal & Serious Injury Crash Rate	
Observed	0.00
Statewide Average	0.42
Critical Rate	4.96
Critical Index	**0.00**

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.52 per MEV; this is 46% below the critical rate. Based on similar statewide intersections, an additional 9 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Southcross & Portland

Crash Data, 2011-2015.

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	0
Possible Injury	2
Property Damage	5
Total Crashes	8

Intersection Characteristics	
Entering Volume	10,950
Traffic Control	Signals
Environment	Suburban
Speed Limit	35 mph

Annual crash cost = $154,800

Statewide Comparison

Signals: low volume, low speed

Total Crash Rate	
Observed	0.40
Statewide Average	0.52
Critical Rate	0.95
Critical Index	**0.42**

Fatal & Serious Injury Crash Rate	
Observed	5.00
Statewide Average	0.42
Critical Rate	4.79
Critical Index	**1.04**

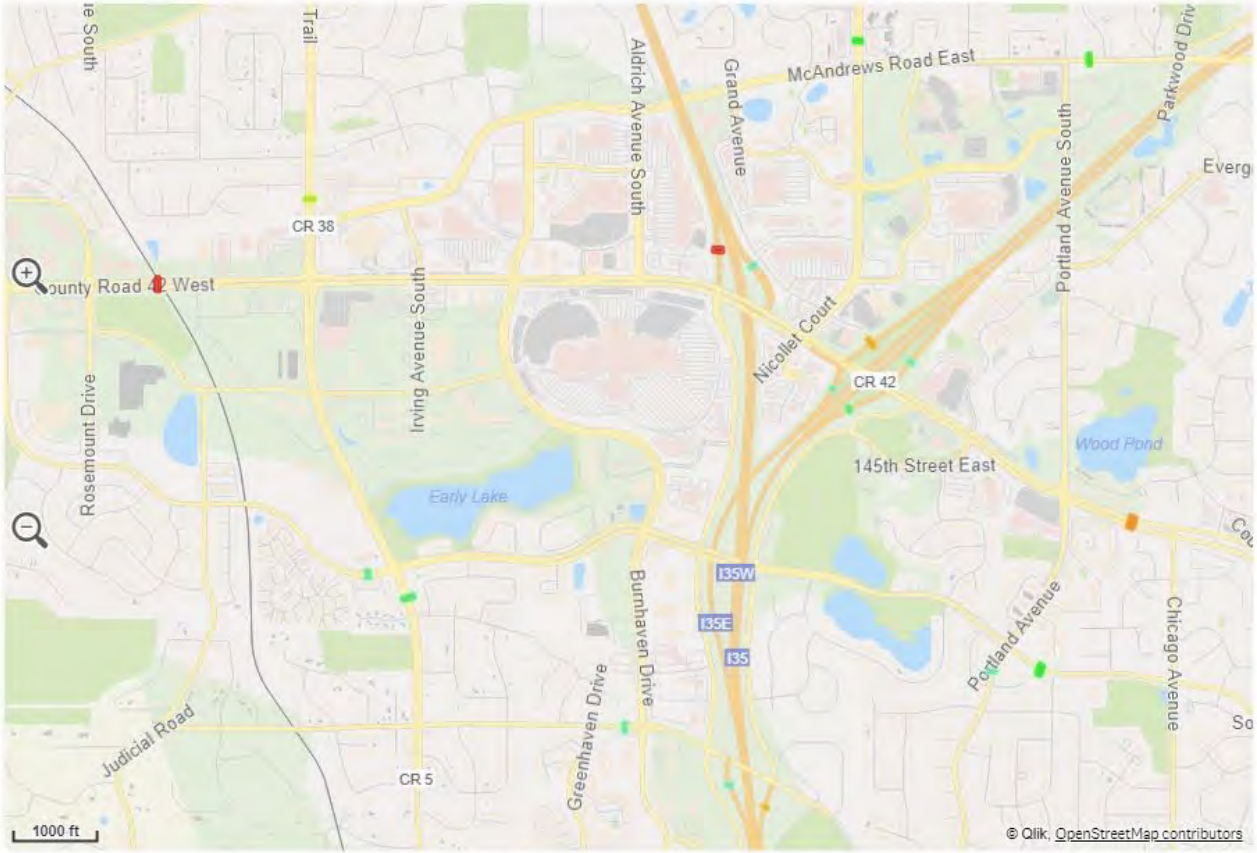
The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.40 per MEV; this is 58% below the critical rate. Based on similar statewide intersections, an additional 11 crashes over the five years would indicate this intersection operaters outside the normal range.

The observed fatal and serious injury crash rate for this period is 5.00 per 100 MEV; this is 1.0 times the critical rate.

Heatmap of O-D Traffic

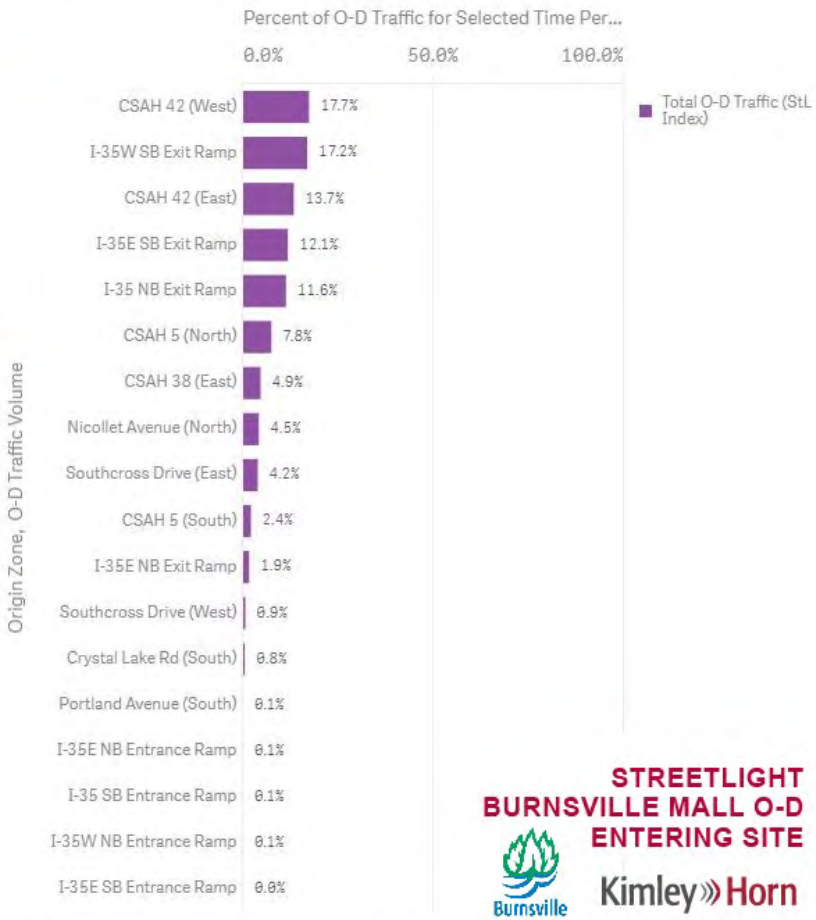
Colors indicate the O-D Traffic from each origin Zone during the selected time period.



Destination Zone

StL Index for Bike-Ped projects currently represents average daily sample size scaled up by a fixed value for this project configuration.

O-D Traffic %



STREETLIGHT BURNSVILLE MALL O-D ENTERING SITE

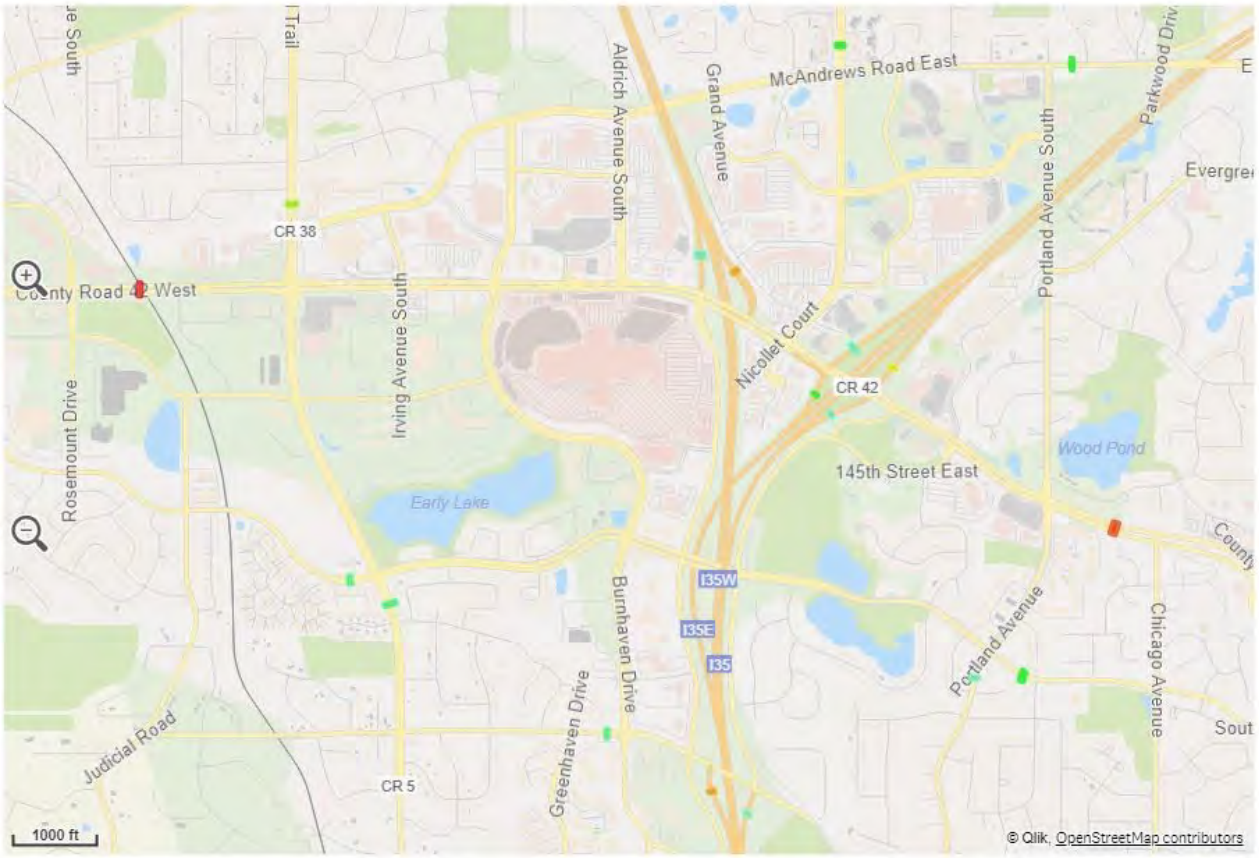
Burnsville

Kimley»Horn

O-D Traffic values represent relative activity, not the number of trips or vehicles. The values are indexed to allow comparison across Projects. Personal and Commercial O-D Traffic values use different indices and therefore can not be compared. In addition, O-D Traffic

Heatmap of O-D Traffic

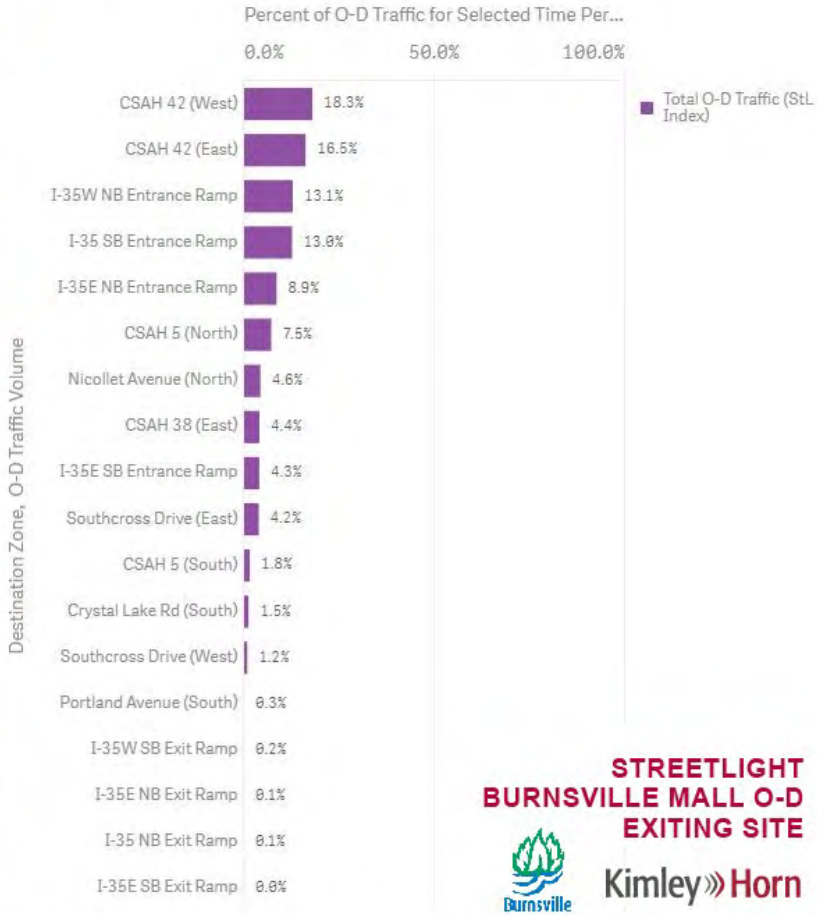
Colors indicate the O-D Traffic to each destination Zone during the selected time period.



Origin Zone

StL Index for Bike-Ped projects currently represents average daily sample size scaled up by a fixed value for this project configuration.

O-D Traffic %



STREETLIGHT BURNSVILLE MALL O-D EXITING SITE

Burnsville

Kimley»Horn

O-D Traffic values represent relative activity, not the number of trips or vehicles. The values are indexed to allow comparison across Projects. Personal and Commercial O-D Traffic values use different indices and therefore can not be compared. In addition, O-D Traffic

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	62.8	19.0	7.8	47.6	12.2	3.5	52.1	46.9	4.7	62.8	61.0	3.2

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	26.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.1	1.3	1.3	0.0	0.0
Total Del/Veh (s)	44.7	5.5	4.5	48.7	3.4	3.2	52.0	49.6	12.8	54.0	38.0	13.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.6

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Total Del/Veh (s)	49.5	6.0	2.9	73.4	7.1	3.1	62.5	42.7	12.7	58.3	55.7	17.9

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	12.0

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	11.8	2.2	1.5	8.5	1.3	1.2	6.7	6.1	2.0

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	63.1	6.3	1.6	44.7	3.2	3.3	71.5	78.3	45.1	58.8	55.0	11.0

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	6.8

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	1.2	2.3	0.5
Total Del/Veh (s)	17.7	2.5	36.4	5.6	58.9	47.5	45.5	39.0	14.0	20.8

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.5	2.9	3.2	7.1	6.3

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.3	4.0	0.5	0.0	0.3
Total Del/Veh (s)	38.6	9.3	1.2	71.0	17.3	8.2	57.4	61.7	13.8	51.6	71.6	19.7

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.3

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.5	2.9	0.6
Total Del/Veh (s)	7.0	2.1	98.3	6.1	45.4	24.7	11.9

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.7	3.6	0.2
Total Del/Veh (s)	16.8	3.0	36.0	18.8	55.3	5.5	23.6

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.5	0.3	1.6	1.4	0.2	1.6	0.0	0.0	0.0
Total Del/Veh (s)	48.5	5.0	2.0	61.0	14.4	5.3	43.4	49.7	3.1	42.2	40.6	2.1

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	16.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.3	0.2
Total Del/Veh (s)	61.7	65.9	14.8	48.0	38.4	6.9	14.6	22.4	9.5	10.8	6.4	2.3

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	18.6

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	4.1
Total Del/Veh (s)	3.0	1.1	0.9	4.5	0.4	0.3	12.2	2.3	4.3	10.8	12.0	3.9

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.0

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.3	4.0	0.2	7.8	0.0	2.6	0.5

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.6	5.1	0.4	11.7	2.5	1.3

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	0.7	5.8	2.4	12.2	0.1	1.2	2.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.2	0.2
Total Del/Veh (s)	13.1	10.3	5.9	12.7	13.2	9.6	22.9	23.2	16.4	23.0	17.9	4.3

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	13.7

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.2	0.0	0.0	0.0	0.1	0.4
Total Del/Veh (s)	8.7	9.3	5.3	7.7	4.8	21.2	3.5	8.1	3.8	8.2

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.1	0.2	0.0	0.0	0.0	2.8	0.4	0.3	0.0	0.0	0.0
Total Del/Veh (s)	27.7	18.5	3.5	24.0	14.6	8.0	8.8	6.2	2.0	13.2	9.2	6.0

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	8.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	3.8	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	17.9	20.4	6.4	18.4	21.3	9.4	5.2	4.5	1.4	5.9	3.9	1.9

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	12.9

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.1	0.1	4.0	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	27.2	18.3	8.0	32.0	23.5	7.4	31.2	6.9	2.1	34.0	7.8	3.7

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	15.2

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	4.1	0.1	0.1	3.7	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	10.4	7.7	2.3	11.4	6.6	2.8	10.9	7.5	3.0	11.3	5.3	4.3

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	6.7

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	7.2	2.8	5.9	0.9	2.5	2.3	1.2	0.9	2.5	0.4	0.4

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.6

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	0.4	2.9	5.2	2.6	2.3	0.4	0.5	0.5	0.3	1.2

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.4	16.7	3.3	15.4	14.6	5.2	5.4	3.2	1.9	3.5	2.6	1.2

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	5.8

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.6	9.3	4.2	11.3	4.5	2.4	1.8	3.1	1.0	0.8	3.4

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.2	17.4	8.1	15.1	17.1	6.0	8.8	7.5	4.4	9.5	8.7	5.7

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	8.3

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	1.1	0.8	0.5	5.5	1.2	3.6	1.5

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	1.6	0.1	0.1	4.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.4	14.9	3.6	14.3	13.2	3.2	5.1	3.6	1.1	6.2	3.7	3.1

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	6.6

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.1	0.1	3.9	0.2	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	21.7	24.4	4.1	19.5	16.5	3.8	6.6	5.9	5.1	10.1	6.5	3.0

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.3

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.3	0.2	4.0	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.6	28.7	4.8	18.2	14.7	4.5	11.2	10.2	10.1	9.2	3.2	1.4

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	9.6

33: Burnhaven Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	2.6	4.7	6.6	2.0	2.6	0.9	0.9	1.6	0.3	0.1	1.6

34: Buck Hill Road & Mall North Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.3	1.6	2.2	0.9

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	2.6	0.3	0.3	0.3	0.4

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	3.2	3.5	1.4	0.5	0.4	1.2

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	2.0	0.1	0.0	0.1	4.0	0.3	4.2	4.0	0.2	3.8
Total Del/Veh (s)	61.9	14.2	3.8	66.2	8.9	6.4	53.5	56.2	9.0	54.9	53.6	9.5

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.2

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	4.0	0.2
Total Del/Veh (s)	4.2	4.2	22.7	4.9	14.0	13.6	5.7

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.7	3.3	3.9	0.1	3.6
Total Del/Veh (s)	70.0	7.5	2.4	46.4	6.5	4.2	60.0	40.2	4.7	44.5	47.0	10.2

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	15.4

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	70.1

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	122	157	254	245	263	11	67	95	123	148	166	11
Average Queue (ft)	56	83	131	135	135	0	16	34	42	68	88	0
95th Queue (ft)	112	136	227	230	233	8	49	72	93	122	144	8
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	L	L	T	T	R
Maximum Queue (ft)	217	247	247	258	99	129	113	107	90
Average Queue (ft)	98	117	128	161	36	60	51	48	16
95th Queue (ft)	165	183	204	234	84	111	97	91	62
Link Distance (ft)			1256	1256			528	528	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300	300			310	310			310
Storage Blk Time (%)	0	0	0						
Queuing Penalty (veh)	0	0	0						

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	106	38	57	55	12	61	44	73	69	11	45	57
Average Queue (ft)	44	6	7	7	1	14	6	8	10	0	8	12
95th Queue (ft)	96	28	29	32	6	43	24	37	40	4	29	39
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	42	96	105
Average Queue (ft)	11	38	38
95th Queue (ft)	32	79	79
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		0	1
Queuing Penalty (veh)		0	0

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	116	144	120	133	41	114	130	165	211	57	31	65
Average Queue (ft)	40	53	44	42	4	50	47	57	74	9	6	19
95th Queue (ft)	90	116	101	104	22	100	106	121	155	35	24	51
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)									1			
Queuing Penalty (veh)									0			

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	84	59	78	48	71	57	80
Average Queue (ft)	26	13	27	10	26	13	18
95th Queue (ft)	64	39	59	32	56	36	53
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	R	R
Maximum Queue (ft)	52	3	52	4	46	53
Average Queue (ft)	13	0	12	0	11	18
95th Queue (ft)	38	0	39	3	37	46
Link Distance (ft)		741		554	152	260
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	400		300			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	L	LT
Maximum Queue (ft)	139	347	306	232	6	41	71	78	113	134	30	19
Average Queue (ft)	17	77	44	36	0	3	22	15	25	31	4	3
95th Queue (ft)	82	225	174	139	4	20	53	51	74	93	20	14
Link Distance (ft)		554	554	554				838	838	838	166	166
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		1										
Storage Bay Dist (ft)	340				260	450	450					
Storage Blk Time (%)		1		1						0		
Queuing Penalty (veh)		0		0						0		

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	LT	T	R
Maximum Queue (ft)	30	11	71	70	48	34
Average Queue (ft)	5	0	21	20	9	10
95th Queue (ft)	21	4	52	52	33	33
Link Distance (ft)	166	166		405	405	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			170			210
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	271	377	241	156	9	50	81	84	90	134	65	211
Average Queue (ft)	77	122	54	38	0	10	25	20	22	32	17	114
95th Queue (ft)	184	264	159	111	5	34	60	57	65	90	49	179
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	1	3										0
Queuing Penalty (veh)	2	10										0

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	133	305	300	142	112	116
Average Queue (ft)	60	193	142	58	53	47
95th Queue (ft)	111	276	235	114	92	94
Link Distance (ft)	697			1876		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		2	0			

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R
Maximum Queue (ft)	180	197	172	60	75	92	144
Average Queue (ft)	96	105	6	17	29	37	55
95th Queue (ft)	158	170	91	51	63	77	118
Link Distance (ft)		518	518	439	439	439	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	350						250
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	L	T	T	T	R	L	T
Maximum Queue (ft)	219	236	298	235	191	115	181	246	321	240	83	74
Average Queue (ft)	125	134	150	76	60	47	90	120	185	94	23	19
95th Queue (ft)	187	201	259	174	126	95	155	198	289	235	56	51
Link Distance (ft)			439	439	439		484	484	484			1070
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360				260				300	100	
Storage Blk Time (%)			0						1	0	0	0
Queuing Penalty (veh)			0						4	0	0	0

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	LT	R	R
Maximum Queue (ft)	65	167	114	96	113
Average Queue (ft)	21	79	60	41	45
95th Queue (ft)	48	135	102	79	88
Link Distance (ft)			783	783	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	300			300
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	T	L	T	T	T	L	LT	R	R
Maximum Queue (ft)	224	165	71	67	70	75	65	99	73	98	231	314
Average Queue (ft)	85	34	18	12	23	21	14	31	8	41	117	154
95th Queue (ft)	181	105	53	42	55	61	50	90	40	85	199	268
Link Distance (ft)		484	484	484		553	553	553		1817		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				60				450		700	700
Storage Blk Time (%)	0				5	1						
Queuing Penalty (veh)	0				18	0						

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	269	329	59	89	69	270	333	495	354	204	270	56
Average Queue (ft)	119	142	26	29	7	135	170	265	89	80	152	23
95th Queue (ft)	222	279	49	71	36	219	279	400	211	173	232	48
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	0	0						6			0	
Queuing Penalty (veh)	0	0						11			0	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	L	T
Maximum Queue (ft)	114	58	73	37	73	175	248	87	203	178	97	116
Average Queue (ft)	43	11	26	3	20	86	124	28	98	74	35	39
95th Queue (ft)	95	39	64	18	55	157	211	61	172	140	80	87
Link Distance (ft)		1223	1223	1223		2376	2376			1887		1884
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	
Storage Blk Time (%)							0		0	0		
Queuing Penalty (veh)							0		0	1		

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	64	116	201	49	104	71	228	233	145	103	76	79
Average Queue (ft)	15	38	98	10	36	9	124	132	51	42	16	18
95th Queue (ft)	47	84	175	35	76	44	219	223	106	83	47	54
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	4	11	0				5					
Queuing Penalty (veh)	2	2	0				1					

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	16	3	35	72	51	50	56
Average Queue (ft)	1	0	5	20	20	21	18
95th Queue (ft)	8	1	22	49	45	50	48
Link Distance (ft)		1060		782		248	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	440		300		50		50
Storage Blk Time (%)				2	0	1	0
Queuing Penalty (veh)				1	0	0	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	35	49	29
Average Queue (ft)	3	9	4
95th Queue (ft)	18	33	20
Link Distance (ft)			603
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	53	22	40
Average Queue (ft)	18	5	9
95th Queue (ft)	50	18	26
Link Distance (ft)		496	496
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	68	81	26	44	52	79	92	26	28
Average Queue (ft)	19	27	2	5	15	17	15	7	3
95th Queue (ft)	54	68	12	25	44	55	56	24	16
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	93	77	94	65	118	196	43	108	125	90	88	78
Average Queue (ft)	37	24	47	18	58	93	7	42	53	40	30	31
95th Queue (ft)	75	59	89	50	100	158	29	81	99	78	69	64
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	29	86	98	100	93	86	142	77	31
Average Queue (ft)	3	31	40	38	37	34	76	36	5
95th Queue (ft)	17	66	83	78	76	71	130	66	23
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	69	70	56	34	67	100	112	135	103	26	64	88
Average Queue (ft)	24	29	21	5	21	36	49	63	42	5	17	33
95th Queue (ft)	58	60	47	22	51	76	93	113	82	21	48	74
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	34	76	81	51	97	106	35	62	36	47	38	63
Average Queue (ft)	8	37	27	16	38	47	5	15	8	8	2	12
95th Queue (ft)	29	68	64	44	75	85	23	45	27	31	16	43
Link Distance (ft)		1005	1005		577	577		804	804		683	683
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	91	41	65	52	94	70	58	102	46	50	61	82
Average Queue (ft)	40	14	23	15	39	26	12	38	9	6	14	27
95th Queue (ft)	76	36	55	39	77	58	39	83	33	28	42	64
Link Distance (ft)		577	577		873	873		442	442		1203	1203
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	58	56	43	40	93	58	37	90	39	63
Average Queue (ft)	21	20	6	8	33	20	7	32	6	18
95th Queue (ft)	51	50	29	30	71	49	27	65	27	50
Link Distance (ft)		705	705		560	560		500		1887
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	TR	L
Maximum Queue (ft)	43	31	31	35	34	8	31
Average Queue (ft)	12	8	4	10	3	0	5
95th Queue (ft)	38	31	21	33	18	4	23
Link Distance (ft)		204		1216		795	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		100		220		300
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	L	TR
Maximum Queue (ft)	29	30	30	32	4
Average Queue (ft)	4	9	9	3	0
95th Queue (ft)	20	30	32	19	3
Link Distance (ft)		1216	136		650
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	270			230	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	40	48	45	46	49	26	32	24	46	52
Average Queue (ft)	14	17	15	11	8	3	4	1	7	6
95th Queue (ft)	38	44	39	38	31	15	19	10	29	24
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	0	0		0						
Queuing Penalty (veh)	0	0		0						

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	L	T	T	R	L	T	TR
Maximum Queue (ft)	39	35	25	37	31	41	21	18	21	18
Average Queue (ft)	12	9	7	4	3	2	1	1	2	2
95th Queue (ft)	38	32	25	19	16	17	10	9	11	10
Link Distance (ft)	1243		136		405	405			714	714
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		160			130	80		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	86	68	56	113	126	46	72	82
Average Queue (ft)	32	27	13	41	46	9	15	35
95th Queue (ft)	68	54	37	95	102	30	48	70
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	40
Average Queue (ft)	1	14
95th Queue (ft)	10	39
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	111	97	54	34	36	34	51	27	25	49
Average Queue (ft)	42	19	13	8	5	5	10	4	2	11
95th Queue (ft)	84	52	42	31	22	20	33	20	13	34
Link Distance (ft)	1005		174			1028	1028			984
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	6	0	1	0						
Queuing Penalty (veh)	2	0	0	0						

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	41	85	71	81	78	56	66	71	99	64	54	49
Average Queue (ft)	10	27	28	34	28	19	17	14	35	18	10	13
95th Queue (ft)	33	66	56	68	62	49	47	44	78	47	33	37
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)							0	0				
Queuing Penalty (veh)							0	0				

Intersection: 32: Nicollet Ave & Cobblestone Ct/Fairview Dr

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	36	48	70	74	59	26	80	167	43	53	42	17
Average Queue (ft)	9	13	25	27	20	3	16	47	6	11	11	1
95th Queue (ft)	30	39	59	57	47	15	55	119	26	37	36	8
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	L	L	TR
Maximum Queue (ft)	31	31	49	23	35	6	6
Average Queue (ft)	4	6	15	5	4	0	0
95th Queue (ft)	20	26	39	20	22	4	5
Link Distance (ft)	292	292	318	318			1120
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					190	350	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Buck Hill Road & Mall North

Movement	NB	SB
Directions Served	LT	TR
Maximum Queue (ft)	39	4
Average Queue (ft)	3	0
95th Queue (ft)	20	3
Link Distance (ft)	378	697
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	28	18
Average Queue (ft)	5	1
95th Queue (ft)	23	9
Link Distance (ft)	210	510
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	31	30	34
Average Queue (ft)	4	4	2
95th Queue (ft)	21	21	15
Link Distance (ft)	375	375	1203
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	54	316	294	240	35	203	110	131	146	42	106	103
Average Queue (ft)	14	187	154	93	8	94	37	58	72	9	34	39
95th Queue (ft)	39	286	254	195	25	166	85	111	131	29	76	86
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		0		0								
Queuing Penalty (veh)		0		0								

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	19	106	118	20
Average Queue (ft)	5	37	34	4
95th Queue (ft)	17	83	81	17
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	75	85	80	50	76	75	66	60
Average Queue (ft)	21	22	20	11	20	17	23	16
95th Queue (ft)	60	62	56	36	58	54	52	44
Link Distance (ft)	1115	1115			1411	1411	660	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			310	320				350
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	96	104	116	78	9	43	58	73	92	0	323	184
Average Queue (ft)	32	32	45	10	0	6	10	14	24	0	158	27
95th Queue (ft)	77	78	97	41	4	24	36	49	71	0	282	131
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											4	
Queuing Penalty (veh)											2	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	77	42	43	69
Average Queue (ft)	25	8	4	27
95th Queue (ft)	58	31	23	57
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 61

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.7	0.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	76.2	36.9	11.9	28.4	11.6	6.0	65.3	64.5	8.6	60.5	59.6	9.4

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	33.9

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.1	0.1
Total Del/Veh (s)	45.9	10.5	9.7	67.2	6.6	6.3	60.9	47.2	18.4	62.3	59.5	39.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	15.2

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.9	0.4	1.1
Total Del/Veh (s)	47.5	20.7	7.2	67.5	15.8	8.3	62.3	57.0	28.4	68.2	66.6	58.3

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	30.0

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	26.5	5.4	5.5	19.4	4.3	4.6	14.2	19.8	6.3

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	79.8	27.6	6.1	39.4	19.6	8.0	65.3	61.0	44.9	58.2	57.4	28.8

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	28.6

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.9	3.3	4.1	1.0
Total Del/Veh (s)	34.4	9.5	39.9	7.5	65.5	54.2	47.6	52.2	38.6	30.3

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	46.4	4.1	7.6	10.4	10.2

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.4	3.9	0.5	0.1	0.5
Total Del/Veh (s)	42.4	15.7	3.4	86.6	39.9	15.3	76.4	71.5	29.2	62.8	65.9	25.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	31.2

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	18.3	20.9	5.0
Total Del/Veh (s)	24.1	4.3	70.5	18.5	72.1	120.5	43.8

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.9	3.6	0.2
Total Del/Veh (s)	29.4	4.8	44.7	19.6	69.3	15.2	25.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.6	0.3	1.5	1.8	0.3	1.5	1.1	0.1	1.2
Total Del/Veh (s)	43.1	12.7	1.9	76.2	27.6	7.1	49.6	62.6	6.3	52.4	60.7	3.9

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	24.7

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.9	0.6
Total Del/Veh (s)	55.4	50.7	24.1	44.1	29.7	11.9	25.0	42.1	13.0	34.8	19.0	11.0

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	28.6

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.1
Total Del/Veh (s)	7.0	1.7	1.8	7.7	1.1	0.8	56.0	8.8	8.9	41.2	40.4	7.9

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.7

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.2	7.6	0.6	29.0	0.2	4.9	2.5

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.0	9.7	0.9	61.3	5.3	4.2

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	1.9	13.6	6.5	26.3	4.8	8.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.4	0.4
Total Del/Veh (s)	31.1	21.7	17.4	22.0	32.9	26.1	29.4	39.4	26.8	32.5	29.7	19.6

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	28.3

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.2	0.3	0.1	0.3	0.1	0.1	0.3
Total Del/Veh (s)	12.7	13.4	12.9	11.7	4.7	2.9	25.4	12.3	15.5	3.8	10.7

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.3	0.2	0.3	0.0	0.0	0.0	3.0	0.3	0.3	0.1	0.0	0.0
Total Del/Veh (s)	30.2	22.9	13.4	33.2	22.9	10.5	15.8	8.7	4.7	14.3	15.7	13.1

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	15.3

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	3.6	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.6	22.5	11.2	22.3	21.9	11.6	10.9	10.8	4.3	11.1	8.6	5.1

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	14.2

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	3.7	0.2	0.2	3.8	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	39.2	26.3	19.4	39.4	27.3	11.2	35.8	14.8	4.8	36.8	12.4	10.3

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	21.1

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.1	0.1	3.6	0.1	0.1	4.0	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	12.3	8.8	3.6	14.4	8.6	3.3	14.6	12.0	3.9	20.4	9.2	8.9

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	9.7

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.4	0.3	1.8	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.9	10.1	4.6	10.2	10.2	4.7	4.6	1.8	1.9	3.6	1.0	0.7

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	4.1

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.0	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.2	8.9	4.4	9.1	10.1	4.8	4.2	1.4	1.3	4.3	1.1	0.7

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	20.8	27.0	12.1	23.9	21.2	10.4	13.3	7.1	5.0	33.3	13.9	5.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	14.3

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	1.9	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.3	20.9	7.1	20.2	17.9	3.2	13.0	9.6	5.4	10.2	8.8	4.9

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.4

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	25.6	25.2	15.0	24.3	12.2	14.3	14.7	12.9	8.4	17.1	14.8	13.7

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	15.4

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	1.7	1.5	1.2	10.3	1.7	7.2	2.9

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.5	0.6	0.5	3.8	0.7	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.8	20.0	5.6	17.0	16.9	4.6	10.5	8.0	3.3	11.2	8.1	7.6

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	10.1

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.2	0.2	3.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.0	24.9	5.6	17.6	16.9	3.9	11.9	10.6	6.7	13.4	12.2	7.7

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.3

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.2	0.3	3.7	0.7	0.7	0.0	0.0	0.0	0.3	0.0	0.4
Total Del/Veh (s)	23.9	33.7	8.9	21.6	24.3	6.1	17.5	9.8	9.2	11.6	12.1	4.0

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.7

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	7.8	8.9	3.9	8.1	8.1	3.0	5.0	1.5	1.5	3.3	0.5	0.4

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.4

34: Buck Hill Road & Mall North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.7	4.6	5.4	0.7	2.0	1.7	2.3

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.1	4.3	6.2	0.9	0.6	0.6	1.2

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.5	4.6	7.1	2.2	0.7	0.5	2.1

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	0.2	1.9	0.0	0.0	0.0	4.0	0.3	3.8	3.9	0.3	4.0
Total Del/Veh (s)	57.3	13.1	3.4	87.9	10.2	8.4	74.2	64.9	8.3	67.5	69.7	10.5

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.9

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.4	5.5	7.8	20.8	7.2

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.6	3.8	3.5	0.3	3.6
Total Del/Veh (s)	82.6	5.2	1.6	79.3	6.8	5.7	66.8	56.8	8.9	46.5	34.6	10.8

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	12.2

Total Network Performance

Denied Del/Veh (s)	2.8
Total Del/Veh (s)	111.6

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	241	331	397	383	394	178	126	129	150	194	217	60
Average Queue (ft)	119	163	249	243	235	24	54	62	61	88	101	7
95th Queue (ft)	208	269	381	381	379	108	105	114	123	159	176	38
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)		0	1		1							
Queuing Penalty (veh)		0	4		4							

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB		
Directions Served	L	L	T	T	R	L	L	T	T	R		
Maximum Queue (ft)	186	210	251	284	144	208	279	318	310	264		
Average Queue (ft)	99	117	140	172	38	95	119	186	181	86		
95th Queue (ft)	156	178	224	257	110	168	203	278	268	196		
Link Distance (ft)			1256	1256				528	528			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			300	310	310			310		
Storage Blk Time (%)			0	0			0	0	0	0		
Queuing Penalty (veh)			0	0			0	1	1	0		

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	190	88	324	125	25	258	65	89	128	12	61	91
Average Queue (ft)	73	23	38	45	3	143	13	21	33	1	20	32
95th Queue (ft)	147	65	216	101	15	232	44	65	89	6	52	75
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	47	183	258
Average Queue (ft)	18	72	117
95th Queue (ft)	43	149	216
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		8	19
Queuing Penalty (veh)		12	14

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	254	288	289	325	130	307	288	325	341	265	130	169
Average Queue (ft)	101	152	151	169	25	155	134	138	160	59	54	82
95th Queue (ft)	199	254	254	281	84	261	254	269	285	181	107	137
Link Distance (ft)		1021	1021	1021			741	741	741			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)		0		2					6			0
Queuing Penalty (veh)		0		1					15			0

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	188	142	163	182	244	292	342
Average Queue (ft)	87	59	68	84	111	145	199
95th Queue (ft)	157	118	134	157	193	246	306
Link Distance (ft)	981	981				384	384
Upstream Blk Time (%)						0	0
Queuing Penalty (veh)						0	0
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)	0			2	4	10	
Queuing Penalty (veh)	0			2	5	21	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	R	R
Maximum Queue (ft)	124	21	13	34	80	11	43	110	175
Average Queue (ft)	39	1	0	2	26	0	4	42	72
95th Queue (ft)	83	16	7	16	65	8	25	81	134
Link Distance (ft)		741	741	741		554	554	152	260
Upstream Blk Time (%)								0	0
Queuing Penalty (veh)								0	0
Storage Bay Dist (ft)	400				300				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	R	L
Maximum Queue (ft)	291	465	464	442	290	120	143	282	298	323	290	122
Average Queue (ft)	88	267	232	216	20	48	75	162	177	214	52	44
95th Queue (ft)	211	434	405	376	137	97	122	256	272	309	182	97
Link Distance (ft)		554	554	554				838	838	838		166
Upstream Blk Time (%)		0	0	0								0
Queuing Penalty (veh)		0	0	0								0
Storage Bay Dist (ft)	340				260	450	450				225	
Storage Blk Time (%)		3		4						8	0	
Queuing Penalty (veh)		3		2						33	0	

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	L	LT	T	R
Maximum Queue (ft)	130	186	123	248	261	181	171
Average Queue (ft)	53	102	29	150	162	65	70
95th Queue (ft)	114	173	95	220	236	131	133
Link Distance (ft)	166	166	166		405	405	
Upstream Blk Time (%)	0	2	0				
Queuing Penalty (veh)	0	0	0				
Storage Bay Dist (ft)				170			210
Storage Blk Time (%)				5	9	0	0
Queuing Penalty (veh)				12	15	0	0

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	299	575	395	303	104	113	130	176	166	210	166	228
Average Queue (ft)	197	243	167	157	6	48	64	68	61	103	67	129
95th Queue (ft)	310	447	320	266	63	101	112	149	143	195	130	200
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	10	12		0								0
Queuing Penalty (veh)	48	59		0								0

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	198	348	398	515	242	269
Average Queue (ft)	86	229	230	188	150	154
95th Queue (ft)	154	335	351	351	224	235
Link Distance (ft)	697			1876		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		2	2	1		
Queuing Penalty (veh)		18	18	13		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	R
Maximum Queue (ft)	365	371	205	99	176	169	190	174
Average Queue (ft)	235	249	12	4	84	68	94	81
95th Queue (ft)	325	340	112	72	159	136	166	153
Link Distance (ft)		518	518	518	439	439	439	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350							250
Storage Blk Time (%)	0	1						
Queuing Penalty (veh)	1	2						

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	246	315	392	365	307	163	261	523	530	562	400	136
Average Queue (ft)	125	129	229	196	189	12	35	278	339	521	326	49
95th Queue (ft)	202	240	368	323	296	102	111	456	536	615	567	108
Link Distance (ft)			439	439	439			484	484	484		
Upstream Blk Time (%)		0	0	0				0	1	28		
Queuing Penalty (veh)		0	2	0				2	7	200		
Storage Bay Dist (ft)	360	360				175	260				300	100
Storage Blk Time (%)	0	0	1		8			7		41	0	2
Queuing Penalty (veh)	0	0	4		5			3		134	0	2

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	LT	R	R
Maximum Queue (ft)	117	116	334	410	282	257
Average Queue (ft)	23	41	222	246	133	140
95th Queue (ft)	76	91	322	382	222	226
Link Distance (ft)	1070			783	783	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	300			300
Storage Blk Time (%)	0	0	1	4	0	
Queuing Penalty (veh)	1	0	3	9	0	

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	T	T	T	L	LT	R
Maximum Queue (ft)	348	496	449	331	157	155	253	445	557	273	1266	739
Average Queue (ft)	267	252	220	147	18	75	66	106	310	37	603	517
95th Queue (ft)	376	474	399	280	90	139	175	314	563	145	1770	903
Link Distance (ft)		484	484	484			553	553	553		1817	
Upstream Blk Time (%)		2	0	0					0		9	
Queuing Penalty (veh)		21	3	0					1		0	
Storage Bay Dist (ft)	250				300	60				450		700
Storage Blk Time (%)	19	6		0		28	3				0	10
Queuing Penalty (veh)	104	36		1		105	3				1	19

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	721
Average Queue (ft)	549
95th Queue (ft)	850
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	20
Queuing Penalty (veh)	37

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	368	607	106	138	100	318	360	452	400	234	275	130
Average Queue (ft)	243	285	43	57	25	203	213	299	119	95	159	48
95th Queue (ft)	363	458	92	123	73	295	308	425	307	190	237	97
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		2										
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	3	6						11		0	0	
Queuing Penalty (veh)	12	25						19		0	0	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	166	240	231	47	150	330	371	62	222	212	138	257
Average Queue (ft)	49	103	116	11	66	188	222	18	100	92	17	130
95th Queue (ft)	114	213	219	33	131	298	337	43	175	174	80	214
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)		0				0	2		1	1	0	4
Queuing Penalty (veh)		0				0	2		1	2	0	9

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	277	54
Average Queue (ft)	132	2
95th Queue (ft)	227	39
Link Distance (ft)	1884	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	5	
Queuing Penalty (veh)	12	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	99	223	318	361	208	198	324	340	248	369	453	276
Average Queue (ft)	33	87	202	52	94	41	153	161	86	223	123	106
95th Queue (ft)	82	174	309	212	169	119	270	277	187	362	310	205
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)		0									1	
Queuing Penalty (veh)		0									0	
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	14	33	4	0			12	1		5	0	
Queuing Penalty (veh)	18	13	2	0			7	4		14	0	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	47	13	12	83	6	142	108	91	66
Average Queue (ft)	11	1	1	22	0	41	43	30	24
95th Queue (ft)	32	9	6	56	4	95	83	70	53
Link Distance (ft)		1060	1060		541	782		248	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	440			300			50		50
Storage Blk Time (%)						21	3	8	1
Queuing Penalty (veh)						20	2	2	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	33	56	109	71
Average Queue (ft)	2	17	49	25
95th Queue (ft)	14	46	88	55
Link Distance (ft)	541			603
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			1	0
Queuing Penalty (veh)			0	0

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	14	32	118	110	78
Average Queue (ft)	0	2	54	35	27
95th Queue (ft)	4	15	98	85	59
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	169	170	48	104	106	207	166	128	144
Average Queue (ft)	78	86	16	46	49	79	67	49	50
95th Queue (ft)	138	148	42	84	85	163	136	99	106
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)						0			
Queuing Penalty (veh)						0			

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	274	225	238	85	281	310	92	143	172	276	218	326
Average Queue (ft)	120	113	129	30	176	192	31	64	88	135	78	146
95th Queue (ft)	212	197	209	66	261	287	74	120	149	232	157	274
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)	0	0			1					0		
Queuing Penalty (veh)	1	1			0					0		

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	191	223	116	132	116	152	136	31
Average Queue (ft)	3	95	114	49	57	40	53	68	6
95th Queue (ft)	17	167	198	89	109	89	108	118	25
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	91	142	201	86	84	121	106	147	129	69	219	262
Average Queue (ft)	40	62	86	29	31	51	48	61	53	28	99	113
95th Queue (ft)	80	113	163	69	70	102	92	116	103	60	184	215
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)											0	
Queuing Penalty (veh)											0	

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	58	107	122	101	114	150	51	109	86	93	105	116
Average Queue (ft)	18	47	54	34	47	72	16	51	34	38	40	50
95th Queue (ft)	48	86	101	75	92	129	43	97	72	77	83	100
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	107	149	186	74	121	133	72	132	89	167	165	191
Average Queue (ft)	44	66	88	23	54	49	23	65	29	75	63	92
95th Queue (ft)	87	119	152	55	106	104	54	118	69	133	131	162
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	70	111	76	72	89	73	46	77	123	142
Average Queue (ft)	29	59	33	28	41	26	14	32	44	56
95th Queue (ft)	61	96	65	60	73	59	41	66	96	112
Link Distance (ft)		705	705		560	560		500		1886
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)										0
Queuing Penalty (veh)										0

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	75	89	59	72	70	4	34	9
Average Queue (ft)	33	44	26	28	18	0	6	0
95th Queue (ft)	60	75	55	57	51	0	28	5
Link Distance (ft)		204		1216		795		496
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		100		220		300	
Storage Blk Time (%)	2	3						
Queuing Penalty (veh)	3	2						

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	L
Maximum Queue (ft)	55	62	89	39	3	39
Average Queue (ft)	19	28	40	7	0	5
95th Queue (ft)	46	53	69	27	2	25
Link Distance (ft)		1216	136		714	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	270			230		120
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	117	159	130	139	130	77	89	82	118	126
Average Queue (ft)	27	81	56	52	61	20	28	33	51	51
95th Queue (ft)	69	143	106	103	114	54	72	70	100	96
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	1	14	2	1	2	0		0	0	
Queuing Penalty (veh)	1	5	2	1	2	0		0	0	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	112	112	134	47	105	72	110	63	40	104	96
Average Queue (ft)	50	56	60	12	48	21	38	19	12	42	32
95th Queue (ft)	94	92	104	33	90	55	79	44	35	86	74
Link Distance (ft)	1243		136	136		405	405			714	714
Upstream Blk Time (%)			0								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	1	0					0			1	
Queuing Penalty (veh)	1	0					0			0	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	198	168	37	138	181	88	222	240
Average Queue (ft)	104	73	8	57	79	34	82	105
95th Queue (ft)	171	138	25	113	148	68	174	202
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	45	91
Average Queue (ft)	10	44
95th Queue (ft)	38	76
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	155	100	95	94	74	102	88	88	107	132
Average Queue (ft)	72	30	41	41	29	32	30	27	36	55
95th Queue (ft)	128	79	81	76	62	75	66	65	88	113
Link Distance (ft)	999		168			1172	1172		981	981
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50		50	100			280		
Storage Blk Time (%)	22	1	8	2	0	0				
Queuing Penalty (veh)	11	1	10	1	0	0				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	85	102	78	139	91	60	60	84	135	67	96	119
Average Queue (ft)	25	39	41	68	36	24	21	21	38	20	35	38
95th Queue (ft)	60	78	67	123	76	51	49	59	90	52	82	89
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)				0				0				
Queuing Penalty (veh)				0				0				

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	74	112	137	155	87	117	92	113	53	150	164	55
Average Queue (ft)	31	54	55	59	31	41	22	31	14	68	68	16
95th Queue (ft)	61	89	107	115	66	92	64	84	41	130	132	41
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	0	2								1	0	
Queuing Penalty (veh)	1	1								0	0	

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	L	L	TR
Maximum Queue (ft)	34	37	25	22	38	31	4
Average Queue (ft)	12	9	10	6	5	3	0
95th Queue (ft)	35	31	29	21	23	17	3
Link Distance (ft)	289	289	318	318			941
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					190	350	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Buck Hill Road & Mall North

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	T
Maximum Queue (ft)	70	66	80	20
Average Queue (ft)	25	33	14	1
95th Queue (ft)	55	59	52	11
Link Distance (ft)	132	132	378	697
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	41	47	79	21	8	4
Average Queue (ft)	12	15	20	1	0	0
95th Queue (ft)	36	41	63	21	6	5
Link Distance (ft)	210	210	510	510	378	378
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	62	61	95	11	4
Average Queue (ft)	28	29	16	0	0
95th Queue (ft)	54	52	56	8	3
Link Distance (ft)	375	375	1204	510	510
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	62	311	293	264	36	241	158	173	190	36	116	105
Average Queue (ft)	16	174	139	105	7	108	39	57	73	7	40	32
95th Queue (ft)	45	297	264	214	24	203	119	137	158	24	89	78
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		0		0		0	0					
Queuing Penalty (veh)		0		0		0	0					

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	23	115	109	24
Average Queue (ft)	7	44	39	5
95th Queue (ft)	21	87	86	19
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	128	120	64	164	151	108
Average Queue (ft)	42	47	18	54	53	42
95th Queue (ft)	102	105	51	134	122	81
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	100	100	111	47	12	61	59	71	108	3	303	108
Average Queue (ft)	36	22	41	6	1	12	6	6	15	0	185	19
95th Queue (ft)	85	66	92	28	6	40	28	33	65	2	284	67
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											3	0
Queuing Penalty (veh)											2	0

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	59	41	24	77
Average Queue (ft)	22	9	4	29
95th Queue (ft)	50	33	19	61
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1228

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.4	2.1	0.0	0.0	0.0	0.6	0.0	0.6	0.0	0.0	0.0
Total Del/Veh (s)	71.6	38.3	4.5	26.9	9.9	4.7	66.9	61.6	4.0	63.1	56.6	9.5

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	33.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	2.5	0.2	2.2	1.7	0.2	0.2
Total Del/Veh (s)	53.6	8.4	6.9	64.2	6.4	5.7	53.6	49.2	19.0	65.2	54.8	35.2

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	16.4

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.2	9.6	6.2	10.6
Total Del/Veh (s)	41.7	22.1	8.8	69.1	27.9	14.5	61.8	56.4	26.3	78.8	83.8	72.1

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.5
Total Del/Veh (s)	39.6

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.2	0.1
Total Del/Veh (s)	23.8	17.2	4.4	22.9	4.7	5.3	32.9	26.2	12.4

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.5	1.7	1.5	0.4	0.7
Total Del/Veh (s)	93.4	67.3	16.8	50.3	39.9	20.2	60.6	64.0	48.4	60.0	55.5	27.4

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	51.3

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.7	0.1	9.4	9.5	9.6	2.4
Total Del/Veh (s)	52.3	12.7	39.9	13.2	81.0	51.7	59.0	58.5	54.4	42.4

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	64.9	4.1	6.4	8.8	13.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.5	3.9	0.6	0.2	0.6
Total Del/Veh (s)	46.3	11.7	3.1	85.1	37.4	17.2	67.2	67.3	29.5	65.6	70.3	28.7

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	29.8

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	86.9	87.1	16.2
Total Del/Veh (s)	10.9	4.8	73.5	24.6	135.6	242.6	55.0

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.1	0.7	3.4	0.2
Total Del/Veh (s)	21.1	2.8	99.7	120.2	64.9	66.5	13.9	48.4

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.3	0.5	2.4	2.1	0.3	2.1	1.4	0.1	1.2
Total Del/Veh (s)	52.9	10.5	2.2	69.5	20.9	5.3	58.3	57.9	4.5	49.3	64.4	2.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	21.4

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.7	0.4
Total Del/Veh (s)	60.8	57.0	26.1	44.7	35.3	8.7	15.8	23.9	9.0	19.0	12.4	5.3

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	20.7

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	4.0
Total Del/Veh (s)	6.1	1.6	1.5	5.6	0.8	0.5	33.2	3.0	7.8	24.3	21.2	5.9

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.6

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.2	7.2	0.4	22.7	0.3	5.0	3.1

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.9	8.1	0.5	53.1	0.7	5.1	4.4

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	2.9	0.6	0.0	0.0	0.6
Total Del/Veh (s)	11.0	2.5	10.5	4.6	26.5	3.5	8.2

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.3	0.3
Total Del/Veh (s)	20.3	15.3	6.9	18.2	24.4	16.9	25.0	28.3	16.1	21.9	22.6	12.0

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	19.7

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	8.1	9.0	7.0	7.9	3.6	1.0	19.8	2.0	9.0	11.5	18.7	5.0

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.2

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	0.0	0.0	0.0	3.3	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	20.7	16.5	4.3	19.0	14.1	4.9	9.4	6.4	2.2	10.3	9.4	6.9

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	9.1

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	27.7	24.4	8.1	27.0	27.5	11.5	7.3	6.9	3.3	8.6	5.0	3.4

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.3

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.2	0.2	3.3	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	37.6	26.4	15.4	38.0	30.1	13.0	36.5	12.8	4.3	34.4	10.3	7.8

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.8

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.1	0.2	3.7	0.1	0.1	3.9	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	11.3	7.8	3.4	9.8	8.1	2.9	13.3	9.3	3.0	15.7	6.6	6.2

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	8.0

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.7	14.7	5.7	12.5	12.2	6.5	6.2	1.9	1.4	3.3	1.2	1.0

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	5.4

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.3	2.9	4.8	9.2	10.7	5.1	4.2	1.4	1.4	4.6	1.0	1.1

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.5	1.4	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.0	29.6	17.0	22.5	16.0	12.6	15.5	7.3	5.6	34.4	19.1	9.9

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	15.3

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.5	1.9	0.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.1	21.2	7.8	21.3	21.6	3.4	14.2	7.3	6.4	11.8	11.7	5.7

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.9

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	18.5	14.5	7.2	19.2	16.1	8.9	10.4	10.4	6.1	12.4	10.0	8.2

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	11.1

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	1.6	1.5	1.3	10.9	1.8	7.7	3.2

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.9	0.7	0.7	3.7	0.7	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.2	22.3	6.6	17.1	16.8	5.4	11.3	12.2	5.8	15.7	9.4	9.1

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	12.1

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.2	0.2	4.0	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	21.7	16.5	5.0	23.7	18.6	3.7	10.0	5.1	3.2	9.9	6.1	4.0

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.5

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.2	0.3	4.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.5	28.7	7.2	23.8	28.7	5.3	13.8	6.9	7.3	9.2	8.6	3.0

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	9.3

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	7.0	9.7	2.7	7.7	6.6	2.8	4.6	1.3	1.1	3.6	0.6	0.7

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

34: Buck Hill Road & Mall North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.1	4.5	6.5	0.9	2.1	2.6	2.9

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.4	4.8	6.0	1.7	0.7	0.8	2.5

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.5	4.7	7.6	3.5	0.8	0.8	4.0

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	2.2	2.0

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	353.6	352.7	335.0	3.4	0.6	3.4
Total Del/Veh (s)	73.6	7.3	1.7	56.3	40.4	26.7	547.9	262.6	310.4	58.8	67.8	56.2

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	28.6
Total Del/Veh (s)	56.7

Total Network Performance

Denied Del/Veh (s)	12.6
Total Del/Veh (s)	128.1

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	202	343	462	404	349	55	115	122	136	165	184	34
Average Queue (ft)	89	167	303	265	209	3	39	52	44	70	83	2
95th Queue (ft)	184	279	421	373	317	23	85	97	107	140	155	19
Link Distance (ft)			1250	1250	1250				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)		0	3		0							
Queuing Penalty (veh)		0	8		0							

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	241	252	196	225	22	180	204	198	169	211
Average Queue (ft)	120	127	101	123	1	93	109	95	87	72
95th Queue (ft)	193	201	174	197	14	152	170	159	144	173
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)	0	0								0
Queuing Penalty (veh)	0	0								0

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	229	110	83	287	20	311	64	94	106	14	85	126
Average Queue (ft)	118	27	14	22	1	163	9	21	37	1	26	39
95th Queue (ft)	202	79	50	190	9	266	40	65	88	7	64	94
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)						0					0	1
Queuing Penalty (veh)						2					0	2

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	160	199	274
Average Queue (ft)	50	108	121
95th Queue (ft)	103	185	221
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	2	20	19
Queuing Penalty (veh)	2	30	24

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	296	295	260	252	61	348	307	332	385	265	194	213
Average Queue (ft)	157	167	139	136	21	193	152	164	184	97	87	104
95th Queue (ft)	259	276	237	236	55	296	263	262	308	213	152	175
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)	0	0		0		0			11	0	0	0
Queuing Penalty (veh)	0	0		0		1			35	1	0	0

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	209	169	209	200	250	386	379
Average Queue (ft)	126	88	80	142	188	204	230
95th Queue (ft)	197	152	163	220	278	337	351
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)						1	1
Queuing Penalty (veh)						3	3
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)	1		0	14	25	24	
Queuing Penalty (veh)	1		0	18	32	86	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	T	R	L	T	R	R	R
Maximum Queue (ft)	264	625	558	463	184	98	16	29	155	149
Average Queue (ft)	53	152	118	94	7	34	1	2	79	71
95th Queue (ft)	206	492	422	350	95	74	7	15	144	132
Link Distance (ft)		741	741	741			554		140	246
Upstream Blk Time (%)		0	0						3	
Queuing Penalty (veh)		2	0						0	
Storage Bay Dist (ft)	400				350	300		250		
Storage Blk Time (%)		5		2						
Queuing Penalty (veh)		5		2						

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	R	L
Maximum Queue (ft)	440	609	599	609	295	155	170	552	662	808	325	183
Average Queue (ft)	282	430	396	384	39	79	101	279	323	437	237	85
95th Queue (ft)	532	685	678	677	216	136	150	455	582	751	435	154
Link Distance (ft)		554	554	554				838	838	838		166
Upstream Blk Time (%)		14	8	8					0	0		1
Queuing Penalty (veh)		85	50	48					0	3		0
Storage Bay Dist (ft)	340				260	450	450				225	
Storage Blk Time (%)	0	36		28				1		34	1	
Queuing Penalty (veh)	0	69		7				2		186	4	

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	L	LT	T	R
Maximum Queue (ft)	185	193	166	270	392	311	199
Average Queue (ft)	126	142	62	206	231	149	88
95th Queue (ft)	191	208	156	279	326	249	166
Link Distance (ft)	166	166	166		405	405	
Upstream Blk Time (%)	6	11	0		0	0	
Queuing Penalty (veh)	0	0	0		0	0	
Storage Bay Dist (ft)				170			210
Storage Blk Time (%)				20	26	2	1
Queuing Penalty (veh)				74	67	3	1

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	300	850	813	828	65	139	158	112	244	302	300	359
Average Queue (ft)	288	558	382	290	11	74	91	38	56	113	155	223
95th Queue (ft)	325	954	747	618	41	133	152	86	171	244	276	332
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)		1	0	0								
Queuing Penalty (veh)		6	0	0								
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	40	34		1							3	6
Queuing Penalty (veh)	218	183		2							8	10

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	274	346	399	646	406	356
Average Queue (ft)	140	248	251	243	216	225
95th Queue (ft)	227	350	379	500	363	335
Link Distance (ft)	697			1876		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		3	4	2		
Queuing Penalty (veh)		25	34	23		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	440	466	486	254	88	143	110	151	142
Average Queue (ft)	357	373	124	14	3	54	41	64	42
95th Queue (ft)	443	456	427	133	65	112	89	123	100
Link Distance (ft)		518	518	518	518	439	439	439	
Upstream Blk Time (%)		0	0						
Queuing Penalty (veh)		0	1						
Storage Bay Dist (ft)	350								250
Storage Blk Time (%)	9	16							
Queuing Penalty (veh)	36	61							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	228	237	330	276	310	55	243	515	557	555	400	113
Average Queue (ft)	139	134	188	151	158	2	38	286	360	530	324	51
95th Queue (ft)	206	203	299	252	259	39	107	494	584	594	571	96
Link Distance (ft)			439	439	439			484	484	484		
Upstream Blk Time (%)								0	2	32		
Queuing Penalty (veh)								2	21	282		
Storage Bay Dist (ft)	360	360				175	260				300	100
Storage Blk Time (%)			0		5			6		45		2
Queuing Penalty (veh)			0		3			3		186		1

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	LT	R	R
Maximum Queue (ft)	100	109	310	341	203	221
Average Queue (ft)	29	40	183	207	106	115
95th Queue (ft)	74	84	281	311	178	196
Link Distance (ft)	1070			783	783	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	300			300
Storage Blk Time (%)	1	1	1	2		
Queuing Penalty (veh)	1	1	2	4		

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	T	T	T	L	LT	R
Maximum Queue (ft)	291	259	193	143	122	155	524	582	590	290	1854	800
Average Queue (ft)	145	110	94	59	23	81	141	206	466	27	1119	666
95th Queue (ft)	244	205	157	120	81	147	375	530	700	144	2368	1017
Link Distance (ft)		484	484	484			553	553	553		1817	
Upstream Blk Time (%)							0	1	7		27	
Queuing Penalty (veh)							1	3	42		0	
Storage Bay Dist (ft)	250				300	60				450		700
Storage Blk Time (%)	1	0				28	7				0	16
Queuing Penalty (veh)	4	1				166	7				1	15

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	750
Average Queue (ft)	650
95th Queue (ft)	923
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	49
Queuing Penalty (veh)	47

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	274	286	71	81	56	989	1013	1016	400	260	313	121
Average Queue (ft)	165	184	29	27	9	603	770	843	263	123	191	48
95th Queue (ft)	258	275	60	68	37	1020	1195	1214	558	226	274	97
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)						0	4	20				
Queuing Penalty (veh)						1	24	110				
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	0	0						67		0	0	
Queuing Penalty (veh)	0	1						77		0	1	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	123	138	149	37	232	374	394	111	233	174	124	116
Average Queue (ft)	58	56	64	5	91	212	242	15	117	77	15	48
95th Queue (ft)	112	112	125	21	181	348	380	72	205	147	70	96
Link Distance (ft)		1223	1223	1223		1153	1153			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)					0	2	4		1	1	0	
Queuing Penalty (veh)					0	2	3		3	1	0	

Intersection: 11: Portland Ave & CSAH 42

Movement	SB
Directions Served	T
Maximum Queue (ft)	148
Average Queue (ft)	68
95th Queue (ft)	129
Link Distance (ft)	1884
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	99	211	263	74	160	72	175	196	128	266	131	151
Average Queue (ft)	41	88	133	23	64	22	65	80	46	117	46	52
95th Queue (ft)	87	180	233	57	121	54	145	164	100	209	98	117
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	22	30	1				1			0		
Queuing Penalty (veh)	26	15	0				1			0		

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	21	2	4	56	121	98	58	44
Average Queue (ft)	4	0	0	18	40	45	20	20
95th Queue (ft)	18	1	2	42	90	86	52	46
Link Distance (ft)		1060	1060		782		248	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	440			300		50		50
Storage Blk Time (%)					11	3	2	0
Queuing Penalty (veh)					14	2	1	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	35	52	120	74
Average Queue (ft)	2	18	60	29
95th Queue (ft)	15	47	104	58
Link Distance (ft)	541			603
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			2	
Queuing Penalty (veh)			1	

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	15	28	126	96	83
Average Queue (ft)	1	4	57	32	26
95th Queue (ft)	8	19	101	81	57
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	152	163	61	81	113	148	107	104	85
Average Queue (ft)	71	82	17	35	58	73	37	48	40
95th Queue (ft)	124	134	45	70	96	129	89	89	73
Link Distance (ft)	514	514						650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	190	158	149	73	195	214	70	112	125	121	152	210
Average Queue (ft)	94	82	72	31	100	119	20	46	63	55	50	92
95th Queue (ft)	160	140	128	64	164	190	50	87	107	104	119	177
Link Distance (ft)					2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	24	126	161	58	87	74	118	89	39
Average Queue (ft)	3	53	67	24	37	22	44	40	12
95th Queue (ft)	16	109	134	48	78	55	93	76	37
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	53	60	54	63	34	84	51	108	72	64	114	140
Average Queue (ft)	22	20	17	15	12	26	22	45	27	22	38	57
95th Queue (ft)	48	46	38	44	34	58	45	85	60	52	88	114
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	50	56	65	70	83	138	34	104	94	70	63	81
Average Queue (ft)	16	21	22	25	36	66	9	41	31	24	18	39
95th Queue (ft)	43	48	50	59	76	118	31	85	73	52	50	78
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	65	79	110	57	94	167	76	211	149	122	138	168
Average Queue (ft)	27	32	48	16	32	59	26	91	40	55	54	82
95th Queue (ft)	59	63	93	42	72	129	62	164	109	96	113	145
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	57	93	49	38	84	58	50	74	82	106
Average Queue (ft)	24	40	21	11	39	22	13	31	31	40
95th Queue (ft)	50	73	50	37	72	51	38	64	70	83
Link Distance (ft)		705	705		560	560		500		1886
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	93	145	52	54	92	31	22
Average Queue (ft)	44	54	17	27	36	6	2
95th Queue (ft)	76	102	44	53	72	25	12
Link Distance (ft)		204		1216			496
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	50		100		220	300	
Storage Blk Time (%)	7	5					
Queuing Penalty (veh)	13	4					

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	47	52	92	42	4	45	9
Average Queue (ft)	14	21	48	9	0	7	0
95th Queue (ft)	41	47	79	33	4	29	5
Link Distance (ft)		1216	136		714		650
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	270			230		120	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	241	114	152	164	150	108	82	145	136
Average Queue (ft)	37	102	49	66	87	40	28	32	61	63
95th Queue (ft)	93	193	90	117	150	95	75	67	112	115
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	1	23	0	3	6	1		0	0	
Queuing Penalty (veh)	3	13	1	3	8	2		0	0	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	158	136	146	57	161	72	82	59	40	113	111
Average Queue (ft)	58	66	82	15	61	21	29	24	10	45	41
95th Queue (ft)	112	115	134	41	115	54	65	49	31	88	85
Link Distance (ft)	1243		136	136		405	405			714	714
Upstream Blk Time (%)			1								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	1	1			0					2	
Queuing Penalty (veh)	4	2			0					0	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	102	136	34	125	119	81	103	124
Average Queue (ft)	38	62	5	49	41	29	33	49
95th Queue (ft)	76	116	18	101	90	59	81	97
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	57	4	113
Average Queue (ft)	10	0	50
95th Queue (ft)	38	0	88
Link Distance (ft)	1152	1005	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	215	100	161	100	80	153	114	121	91	130
Average Queue (ft)	94	43	60	49	27	59	47	48	35	60
95th Queue (ft)	169	102	115	93	60	113	96	95	79	109
Link Distance (ft)	1005		174			1172	1172			984
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	28	0	14	3		1				
Queuing Penalty (veh)	23	1	21	5		1				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	66	69	84	80	73	36	104	43	70	46	72	74
Average Queue (ft)	30	26	44	29	26	11	27	8	16	8	15	17
95th Queue (ft)	61	60	69	62	61	36	70	28	46	30	46	46
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	80	117	65	52	70	108	61	73	28	127	96	47
Average Queue (ft)	32	53	23	21	25	34	10	12	6	43	35	14
95th Queue (ft)	63	91	53	49	54	81	38	45	23	92	76	35
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	1	2								0		
Queuing Penalty (veh)	2	1								0		

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	LT	TR	LT	R	L	L	T	TR
Maximum Queue (ft)	39	28	29	22	31	31	3	4
Average Queue (ft)	10	6	9	6	3	4	0	0
95th Queue (ft)	33	24	29	22	17	21	2	3
Link Distance (ft)	289	289	318	318			941	941
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					190	350		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 34: Buck Hill Road & Mall North

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	92	63	103	8	10	20
Average Queue (ft)	44	21	20	0	0	1
95th Queue (ft)	79	47	67	6	0	10
Link Distance (ft)	132	132	378	378	697	697
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	74	69	123	16	17
Average Queue (ft)	35	25	34	1	1
95th Queue (ft)	61	48	92	11	8
Link Distance (ft)	210	210	510	510	378
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	110	66	139	65	4	18
Average Queue (ft)	41	36	43	2	0	1
95th Queue (ft)	79	56	100	28	3	11
Link Distance (ft)	375	375	1204	1204	510	510
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	349	112	140	89	8	179	454	657	730	306	349	971
Average Queue (ft)	194	45	66	17	0	31	129	215	271	70	305	575
95th Queue (ft)	310	94	124	59	4	109	447	728	829	351	425	1246
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												34
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)	0						1		16		73	0
Queuing Penalty (veh)	1						0		17		44	0

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	67	183	339	235
Average Queue (ft)	16	46	84	115
95th Queue (ft)	50	121	260	232
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)		0	2	15
Queuing Penalty (veh)		0	5	11

Network Summary

Network wide Queuing Penalty: 2726

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	53.1	21.5	8.9	56.0	31.3	4.2	49.8	46.4	4.8	53.9	43.9	3.6

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	30.7

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.8	1.4	0.0	0.0
Total Del/Veh (s)	51.2	5.4	3.3	52.1	4.5	2.8	57.5	47.3	9.3	58.9	73.3	19.5

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.8

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Total Del/Veh (s)	41.4	5.3	2.5	76.5	4.3	2.3	59.1	50.4	14.0	65.0	57.2	13.0

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	10.5

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.8	2.3	1.4	11.2	1.3	1.2	8.9	7.2	2.0

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	80.8	5.8	1.2	57.6	3.3	3.2	43.5	70.8	65.9	55.5	55.5	8.4

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	6.5

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	1.4	2.4	0.6
Total Del/Veh (s)	15.9	2.4	43.4	6.4	62.6	0.1	49.7	48.1	36.1	14.9	21.2

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	41.9	4.1	4.3	8.6	7.6

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.2	4.1	0.7	0.0	0.5
Total Del/Veh (s)	43.8	16.0	1.1	57.7	26.3	12.3	53.1	48.1	16.0	66.5	61.5	23.8

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	25.2

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.5	2.9	0.6
Total Del/Veh (s)	20.7	2.4	34.9	5.4	36.0	28.8	17.4

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.7	3.6	0.2
Total Del/Veh (s)	35.4	3.0	32.7	20.6	52.0	6.7	26.8

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.0	0.3	1.9	1.2	0.2	1.1	0.0	0.0	0.0
Total Del/Veh (s)	101.2	9.3	2.3	65.4	13.2	5.4	47.1	52.2	2.9	50.8	39.2	2.6

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	19.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0	3.4	0.4	0.3
Total Del/Veh (s)	49.6	62.0	12.3	47.5	35.8	8.2	6.7	6.0	5.9	17.4	6.5	2.0

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	12.7

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.1
Total Del/Veh (s)	3.6	1.0	0.9	4.1	0.4	0.7	16.3	2.3	5.1	11.8	15.8	4.2

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.2

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.2	3.6	0.3	9.3	0.0	2.5	0.6

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.8	5.1	0.4	10.6	0.0	2.9	1.3

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.5	5.3	1.4	35.7	0.0	1.0	1.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.2	0.2
Total Del/Veh (s)	13.1	12.0	5.4	15.6	13.4	10.6	22.5	28.7	12.7	23.6	22.5	5.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	15.4

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	0.2	0.0	0.0	0.0	0.1	0.5
Total Del/Veh (s)	21.3	8.1	5.5	9.8	5.2	18.8	3.3	8.1	1.9	8.1

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.2	0.2	0.0	0.0	0.0	2.7	0.4	0.3	0.0	0.0	0.0
Total Del/Veh (s)	55.6	51.7	7.8	51.4	22.1	15.2	8.0	5.2	2.0	12.7	7.2	5.3

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	11.9

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.1	0.0	0.0	0.0	3.8	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	56.1	67.0	16.5	22.3	26.7	18.8	6.9	4.1	1.7	7.3	3.1	1.7

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	25.6

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.1	0.1	3.6	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	48.2	44.4	23.2	58.3	53.7	23.0	60.6	8.5	1.2	84.5	8.7	5.1

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	30.6

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	3.8	0.1	0.2	3.8	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.3	1.4	60.6	46.7	8.7	2.8	2.6	1.0	68.0	43.3	46.8

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	24.7

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.1	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.2	7.7	2.6	6.9	0.9	4.0	2.3	1.0	0.7	2.5	0.3	0.2

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.5

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.3	2.9	4.6	2.4	2.5	0.3	0.4	0.4	0.4	1.1

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	64.5	56.8	7.1	51.9	67.9	4.6	3.6	2.0	1.6	2.0	0.9	0.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.5

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.3	36.2	5.1	53.0	3.7	2.3	1.6	1.6	0.5	0.4	7.6

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.2	30.6	14.5	35.6	34.8	15.9	9.7	6.4	3.7	19.4	8.0	6.2

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	9.9

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.0	0.9	0.6	5.2	2.0	3.9	1.6

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	1.4	0.1	0.3	4.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	57.5	57.7	8.3	52.7	47.8	4.1	5.1	2.8	0.5	4.9	3.7	3.0

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.7

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	4.0	0.2	0.1	0.0	0.0	0.0	0.5	0.0	0.1
Total Del/Veh (s)	43.3	61.4	4.5	53.7	56.5	3.8	6.1	3.1	4.1	10.2	4.6	2.9

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.6

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.2	4.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	57.1	83.9	6.3	58.1	61.6	7.8	8.8	10.6	11.0	15.0	2.6	1.9

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	14.3

33: Burnhaven Dr & Executive Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	2.6	5.0	6.8	2.5	2.6	0.6	0.8	1.9	0.3	0.1	1.4

34: Buck Hill Road & Mall North Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.5	1.5	1.6	0.9

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	2.8	0.4	0.3	0.2	0.4

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	3.1	3.7	1.4	0.4	0.4	1.2

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.2	2.0	0.0	0.0	0.0	3.8	0.4	4.1	3.9	0.3	4.2
Total Del/Veh (s)	80.0	15.9	3.5	59.7	12.0	8.9	50.8	63.8	8.8	60.9	60.5	8.0

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.1

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	4.1	0.2
Total Del/Veh (s)	2.7	3.0	66.6	3.6	61.1	59.1	10.7

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.6	3.6	3.4	0.4	3.6
Total Del/Veh (s)	61.9	7.6	1.3	67.8	8.2	4.1	50.5	47.6	4.8	41.8	52.1	10.5

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	15.0

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	82.8

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	136	166	219	263	276	18	88	104	238	263	275	56
Average Queue (ft)	64	98	118	125	125	1	18	39	152	181	188	6
95th Queue (ft)	119	152	207	234	234	10	51	82	223	244	259	34
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)											0	
Queuing Penalty (veh)											0	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	218	222	224	260	71	110	146	105	122	98
Average Queue (ft)	122	140	145	178	3	52	74	52	52	22
95th Queue (ft)	191	211	215	255	25	95	123	93	100	79
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)				0						
Queuing Penalty (veh)				0						

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	83	69	80	93	5	46	86	93	108	27	46	60
Average Queue (ft)	39	24	32	26	0	9	15	20	30	1	8	15
95th Queue (ft)	75	61	70	72	3	29	52	58	76	12	30	43
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	42	89	125
Average Queue (ft)	11	32	47
95th Queue (ft)	30	75	96
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		0	2
Queuing Penalty (veh)		0	1

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	122	130	133	113	40	136	100	148	177	38	50	54
Average Queue (ft)	50	45	42	38	3	61	36	51	64	7	7	21
95th Queue (ft)	103	104	98	94	19	120	79	112	128	28	27	50
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	86	70	112	44	81	75	61
Average Queue (ft)	27	19	33	13	26	13	19
95th Queue (ft)	68	53	73	37	62	42	49
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	R	R
Maximum Queue (ft)	36	6	44	15	58	52
Average Queue (ft)	11	0	10	1	13	15
95th Queue (ft)	34	4	33	6	42	44
Link Distance (ft)		741		554	152	260
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	400		300			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	L	LT
Maximum Queue (ft)	48	256	190	138	4	36	70	94	93	123	26	38
Average Queue (ft)	10	74	43	35	0	6	26	22	31	42	2	5
95th Queue (ft)	32	181	122	97	2	27	61	63	77	102	13	23
Link Distance (ft)		554	554	554				838	838	838	166	166
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340				260	450	450					
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	SB	SB	SB	SB
Directions Served	TR	R	L	LT	T	R
Maximum Queue (ft)	29	6	50	69	30	31
Average Queue (ft)	5	0	18	23	5	7
95th Queue (ft)	19	4	46	56	22	28
Link Distance (ft)	166	166		405	405	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			170			210
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	T	T	L	L	T	T	T	L	R	R
Maximum Queue (ft)	277	319	256	170	49	60	93	104	122	68	212	168
Average Queue (ft)	89	118	44	37	12	25	30	32	45	20	124	73
95th Queue (ft)	218	246	142	105	39	54	75	85	95	49	190	133
Link Distance (ft)		838	838	838			518	518	518		697	697
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200				360	360				250		
Storage Blk Time (%)	1	3										
Queuing Penalty (veh)	2	11										

Intersection: 6: Buck Hill Road & CSAH 42

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	R	R
Maximum Queue (ft)	334	381	240	119	118
Average Queue (ft)	213	163	67	60	53
95th Queue (ft)	294	273	159	100	100
Link Distance (ft)			1876		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300	300		650	650
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	5	1			

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	R
Maximum Queue (ft)	203	294	435	162	90	95	117	145
Average Queue (ft)	118	129	28	8	28	40	53	67
95th Queue (ft)	182	218	197	104	72	77	102	130
Link Distance (ft)		518	518	518	439	439	439	
Upstream Blk Time (%)			0					
Queuing Penalty (veh)			0					
Storage Bay Dist (ft)	350							250
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	L	T	T	T	R	L	T
Maximum Queue (ft)	321	375	448	317	254	107	272	383	483	400	77	97
Average Queue (ft)	177	212	225	125	85	38	149	180	282	203	27	21
95th Queue (ft)	260	340	412	274	170	82	232	303	424	383	63	61
Link Distance (ft)			439	439	439		484	484	484			1070
Upstream Blk Time (%)		0	2						0			
Queuing Penalty (veh)		0	10						2			
Storage Bay Dist (ft)	360	360				260				300	100	
Storage Blk Time (%)	0	0	4				1		7	1	0	0
Queuing Penalty (veh)	0	0	22				0		40	4	0	0

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	LT	R	R
Maximum Queue (ft)	95	151	142	121	135
Average Queue (ft)	22	94	78	56	66
95th Queue (ft)	61	150	132	102	120
Link Distance (ft)			783	783	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	300			300
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	T	L	T	T	T	L	LT	R	R
Maximum Queue (ft)	349	513	295	221	70	74	85	142	67	121	303	318
Average Queue (ft)	211	177	63	36	21	14	11	31	8	41	141	193
95th Queue (ft)	382	467	211	130	55	49	46	104	35	89	251	300
Link Distance (ft)		484	484	484		553	553	553		1817		
Upstream Blk Time (%)		2										
Queuing Penalty (veh)		9										
Storage Bay Dist (ft)	250				60				450		700	700
Storage Blk Time (%)	15	4		0	1	0						
Queuing Penalty (veh)	57	15		0	5	0						

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	375	597	468	102	83	258	356	434	393	231	247	78
Average Queue (ft)	282	345	47	15	15	102	155	243	97	90	152	25
95th Queue (ft)	412	554	240	61	54	185	308	390	227	204	231	56
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		1	0									
Queuing Penalty (veh)		5	1									
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	7	11						7				
Queuing Penalty (veh)	31	51						17				

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	L	T
Maximum Queue (ft)	166	150	129	27	112	188	233	77	227	188	107	95
Average Queue (ft)	71	43	53	6	30	91	122	32	104	78	44	38
95th Queue (ft)	136	106	109	22	74	166	201	64	179	148	91	82
Link Distance (ft)		1223	1223	1223		2376	2376			1887		1884
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	
Storage Blk Time (%)									0	0		
Queuing Penalty (veh)									0	1		

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	66	100	212	48	135	29	67	63	53	170	76	90
Average Queue (ft)	15	36	103	8	41	5	9	16	10	68	19	23
95th Queue (ft)	47	81	187	31	89	22	37	48	37	141	53	66
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	3	11										
Queuing Penalty (veh)	1	2										

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	21	2	31	0	68	43	79	39
Average Queue (ft)	2	0	7	0	23	19	24	17
95th Queue (ft)	12	1	22	0	51	43	58	43
Link Distance (ft)		1060		541	782		248	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	440		300			50		50
Storage Blk Time (%)					2	0	2	0
Queuing Penalty (veh)					1	0	0	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	31	31	28
Average Queue (ft)	3	9	3
95th Queue (ft)	18	29	16
Link Distance (ft)			603
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	10	65	31	48
Average Queue (ft)	0	19	5	13
95th Queue (ft)	6	53	17	34
Link Distance (ft)	760		496	496
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		300		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	60	70	9	31	59	59	52	29	27
Average Queue (ft)	8	13	1	3	18	9	7	6	3
95th Queue (ft)	35	47	9	16	48	37	32	23	14
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	104	89	120	64	162	218	34	117	126	106	99	104
Average Queue (ft)	39	30	48	24	63	100	6	50	62	41	41	37
95th Queue (ft)	77	69	89	58	121	178	25	94	112	84	81	79
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	105	108	122	103	138	137	82	30
Average Queue (ft)	3	29	36	52	42	43	68	40	2
95th Queue (ft)	17	70	82	97	83	98	114	73	16
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	130	122	98	38	104	140	132	193	159	34	66	94
Average Queue (ft)	43	58	35	3	33	61	52	69	53	6	16	32
95th Queue (ft)	90	112	80	20	78	123	102	147	120	25	52	81
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	36	160	127	78	139	180	48	54	37	36	19	46
Average Queue (ft)	7	66	52	25	67	93	7	13	8	8	1	12
95th Queue (ft)	28	130	103	65	121	161	28	40	30	29	10	39
Link Distance (ft)		1005	1005		577	577		804	804		683	683
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	188	94	112	62	170	147	62	130	75	50	80	122
Average Queue (ft)	72	31	46	21	82	69	16	47	11	13	14	30
95th Queue (ft)	146	73	93	49	144	135	46	107	43	40	48	83
Link Distance (ft)		577	577		873	873		442	442		1203	1203
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	56	52	18	115	208	166	28	60	45	144
Average Queue (ft)	12	12	1	22	98	58	3	14	11	60
95th Queue (ft)	39	40	11	69	170	126	17	46	36	126
Link Distance (ft)		705	705		560	560		500		1887
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)					3					0
Queuing Penalty (veh)					1					0

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	TR	L
Maximum Queue (ft)	57	30	31	47	54	14	44
Average Queue (ft)	12	7	4	9	4	0	3
95th Queue (ft)	40	28	22	34	24	6	21
Link Distance (ft)		204		1216		795	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		100		220		300
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	L	TR
Maximum Queue (ft)	29	30	30	42	7
Average Queue (ft)	4	6	9	3	0
95th Queue (ft)	22	26	31	20	4
Link Distance (ft)		1216	136		650
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	270			230	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	65	75	71	52	25	29	9	23	24	25
Average Queue (ft)	18	20	15	16	2	2	1	1	2	3
95th Queue (ft)	49	53	46	42	13	15	5	6	12	17
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	2	2								
Queuing Penalty (veh)	1	0								

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB
Directions Served	LT	R	LT	L	T	T	R	L	TR
Maximum Queue (ft)	52	45	40	25	36	20	19	8	35
Average Queue (ft)	12	8	11	2	4	1	1	0	2
95th Queue (ft)	39	31	37	14	22	9	8	6	14
Link Distance (ft)	1243		136		405	405			714
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		100		160			130	80	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	118	109	51	142	122	74	63	108
Average Queue (ft)	52	43	12	45	44	18	11	33
95th Queue (ft)	98	83	36	106	93	49	42	83
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	46
Average Queue (ft)	1	13
95th Queue (ft)	12	40
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	186	100	65	30	39	35	34	26	25	51
Average Queue (ft)	81	34	19	9	5	6	5	2	2	12
95th Queue (ft)	155	95	54	32	23	26	22	15	12	37
Link Distance (ft)	1005		174			1028	1028			984
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	38	0	6	0						
Queuing Penalty (veh)	13	0	1	0						

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	56	116	72	96	119	61	60	41	88	93	66	56
Average Queue (ft)	10	40	30	44	41	16	15	8	23	23	6	7
95th Queue (ft)	36	88	56	83	87	44	41	26	55	61	30	30
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 32: Nicollet Ave & Cobblestone Ct/Fairview Dr

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	98	62	102	98	74	30	94	145	60	67	60	20
Average Queue (ft)	44	16	40	39	28	2	29	64	12	12	8	1
95th Queue (ft)	89	45	81	80	59	14	78	131	40	45	35	8
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	6	0								0		
Queuing Penalty (veh)	1	0								0		

Intersection: 33: Burnhaven Dr & Executive Blvd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	31	31	46	24	37	10
Average Queue (ft)	4	4	15	4	4	0
95th Queue (ft)	22	19	39	17	22	0
Link Distance (ft)	292	292	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Buck Hill Road & Mall North

Movement	NB
Directions Served	LT
Maximum Queue (ft)	67
Average Queue (ft)	4
95th Queue (ft)	30
Link Distance (ft)	378
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	28	28
Average Queue (ft)	4	1
95th Queue (ft)	20	14
Link Distance (ft)	210	510
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	30	30	21
Average Queue (ft)	3	5	2
95th Queue (ft)	17	23	16
Link Distance (ft)	375	375	1203
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	60	385	354	279	32	189	184	205	230	62	102	106
Average Queue (ft)	15	202	167	108	7	86	54	80	96	11	34	34
95th Queue (ft)	46	338	300	233	22	163	132	172	194	37	75	79
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		2		0								
Queuing Penalty (veh)		0		0								

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	26	112	94	27
Average Queue (ft)	8	44	30	4
95th Queue (ft)	23	93	70	18
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	80	67	72	66	74	64	105	101
Average Queue (ft)	15	15	13	20	11	12	42	32
95th Queue (ft)	52	47	46	55	45	42	87	75
Link Distance (ft)	1115	1115			1411	1411	660	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			310	320				350
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	128	124	123	68	9	52	77	156	194	15	290	183
Average Queue (ft)	42	34	49	8	0	8	12	20	47	1	159	25
95th Queue (ft)	98	96	111	39	4	32	43	80	123	11	258	99
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											2	
Queuing Penalty (veh)											1	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	60	42	37	92
Average Queue (ft)	21	9	6	27
95th Queue (ft)	49	32	28	61
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 314

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	23.1	19.1	21.3	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	128.2	131.4	77.5	70.2	27.6	8.1	56.1	48.7	10.6	173.3	57.1	10.6

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	7.8
Total Del/Veh (s)	73.6

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.1	0.1
Total Del/Veh (s)	145.5	123.2	78.0	52.5	12.6	6.5	54.9	40.2	36.1	77.9	54.5	35.7

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	67.2

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	2.5	6.7	0.0	0.0	0.0	0.4	0.0	0.4	1.1	0.1	0.3
Total Del/Veh (s)	179.5	164.3	102.2	82.8	23.3	10.6	94.4	53.4	32.2	58.6	49.6	35.2

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	80.4

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	384.8	0.2	7.6
Total Del/Veh (s)	91.2	101.1	63.0	43.7	4.3	4.9	297.1	20.9	50.9

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.2	0.4	0.0	0.0	0.0	1.2	1.9	2.3	0.2	0.0	0.0
Total Del/Veh (s)	137.3	119.1	24.8	56.6	23.3	8.7	64.7	74.6	77.6	65.8	50.1	22.9

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	59.7

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.9	0.2	0.0	0.0	0.0	0.0	0.0	49.6	53.2	47.6	14.2
Total Del/Veh (s)	130.0	32.2	47.9	10.1	59.1	0.0	52.3	130.2	100.8	60.7	76.7

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.4	43.0	7.4	10.9	26.9

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.3	4.0	0.6	0.1	0.7
Total Del/Veh (s)	274.4	77.0	4.4	84.5	50.4	17.0	54.9	60.6	30.9	42.4	48.9	26.1

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	66.3

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	522.6	523.7	135.2
Total Del/Veh (s)	38.2	7.0	66.6	18.0	155.3	303.9	79.3

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.9	3.6	0.2
Total Del/Veh (s)	23.7	4.3	39.9	16.7	57.3	19.1	22.1

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	1.8	0.3	1.5	1.5	0.2	1.6	28.1	17.4	41.7
Total Del/Veh (s)	233.6	35.5	41.9	215.2	25.8	12.9	47.8	51.3	6.0	155.7	226.6	86.2

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	3.6
Total Del/Veh (s)	56.7

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	1.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4.1	2.7	3.2
Total Del/Veh (s)	73.6	68.1	53.2	68.0	40.0	12.6	24.9	38.7	14.2	32.8	23.0	9.8

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	32.9

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	4.1
Total Del/Veh (s)	7.3	1.6	1.5	8.6	2.9	0.7	76.9	13.9	9.9	42.8	51.8	8.3

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	5.9

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.3	9.1	0.6	53.4	0.3	4.4	3.7

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.0	12.1	0.9	165.0	5.2	7.3

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.1	1.3	21.1	5.0	40.4	4.5	8.6

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	3.1	0.4	0.5
Total Del/Veh (s)	34.5	18.7	15.1	23.4	32.3	26.4	39.5	37.5	23.5	40.6	31.3	20.6

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	28.7

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.3	0.1	0.1	0.4	0.1	0.1	0.4
Total Del/Veh (s)	17.9	14.3	13.6	12.6	4.8	3.1	27.6	11.8	22.5	5.9	11.3

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.1	0.2	0.4	0.1	0.0	0.0	3.0	0.3	0.4	0.2	0.0	0.0
Total Del/Veh (s)	43.5	34.5	21.6	33.5	24.8	12.4	29.7	11.3	5.8	15.4	14.7	12.1

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	18.9

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.1	0.0	0.0	3.7	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	37.8	45.9	33.3	24.7	25.1	15.7	13.4	7.0	3.3	14.6	7.6	3.9

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	20.2

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	3.5	0.2	0.2	3.5	0.2	0.2	0.1	0.0	0.0
Total Del/Veh (s)	42.6	39.2	31.5	49.3	40.7	22.5	50.3	16.5	5.0	48.7	15.6	13.3

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	29.1

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.1	0.2	14.0	2.9	5.6	4.0	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.9	3.8	2.9	672.7	106.4	78.1	7.7	4.1	1.7	777.0	572.5	753.8

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	1.9
Total Del/Veh (s)	235.4

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.3	0.3	1.4	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.8	10.7	4.8	9.7	9.0	4.5	3.9	1.7	1.4	2.7	0.8	0.6

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	4.0

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	10.2	4.4	9.8	11.4	4.8	3.9	1.3	1.1	4.0	1.1	1.1

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.8

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	42.8	48.1	23.1	41.4	37.6	23.2	16.6	6.5	4.8	9.7	8.3	4.9

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.1

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.2	1.7	1.4	1.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.7	36.6	7.9	39.9	36.3	3.9	12.4	8.2	4.5	9.1	7.5	6.2

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	12.7

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.4	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.4	50.4	32.2	41.8	22.6	31.0	22.3	14.7	12.5	23.4	14.2	10.6

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	19.8

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	1.8	1.5	1.2	9.5	1.6	7.5	2.8

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.5	0.6	0.8	4.1	0.7	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	43.0	44.9	9.6	37.2	35.8	6.0	11.6	4.6	1.6	11.5	7.6	6.4

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	13.9

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.2	0.2	3.6	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.4	50.2	6.4	38.1	37.9	3.7	12.9	4.5	4.7	18.8	14.0	7.7

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	16.0

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	1.3	0.9	3.7	0.7	0.8	0.0	0.0	0.0	0.5	0.0	0.5
Total Del/Veh (s)	40.2	48.8	15.3	36.0	48.6	10.1	29.7	10.2	10.9	12.7	8.0	2.8

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	18.0

33: Burnhaven Dr & Executive Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	9.8	8.7	3.5	7.9	7.4	3.4	3.9	1.1	1.4	2.7	0.5	0.0

33: Burnhaven Dr & Executive Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.2

34: Buck Hill Road & Mall North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.7	4.7	5.0	0.8	2.0	2.0	2.4

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.4	3.9	5.9	0.9	0.7	0.5	1.2

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.2	3.9	6.7	2.3	0.7	0.9	2.2

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.2	2.0	0.0	0.0	0.0	3.9	0.3	4.0	4.0	0.3	3.8
Total Del/Veh (s)	57.5	16.9	3.4	55.5	10.4	10.6	47.2	47.9	4.9	51.0	40.0	7.0

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.4

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.6	3.9	6.3	42.6	6.6

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.7	3.1	3.1	0.2	3.1
Total Del/Veh (s)	54.0	10.5	3.4	60.7	11.3	5.7	40.6	32.2	6.0	43.5	33.6	11.9

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	13.6

Total Network Performance

Denied Del/Veh (s)	47.1
Total Del/Veh (s)	212.7

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	212	450	2025	2017	2051	450	132	133	336	364	354	104
Average Queue (ft)	96	223	665	654	650	174	71	76	189	210	223	13
95th Queue (ft)	180	449	1795	1768	1768	481	122	126	304	319	327	62
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)			2	1	1							
Queuing Penalty (veh)			9	6	6							
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)			27		28				0		1	
Queuing Penalty (veh)			85		95				1		2	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	210	224	221	323	270	359	409	550	521	280
Average Queue (ft)	99	124	116	148	57	158	186	231	200	107
95th Queue (ft)	170	197	198	242	163	306	371	461	386	224
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)								10	0	
Queuing Penalty (veh)								53	0	
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)				0		9	17	1	1	0
Queuing Penalty (veh)				1		22	41	3	2	0

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	430	1258	1252	1297	430	217	219	208	228	35	63	93
Average Queue (ft)	165	505	513	533	96	91	89	107	131	4	18	30
95th Queue (ft)	438	1397	1401	1445	384	179	159	177	209	19	50	75
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)		11	11	20								
Queuing Penalty (veh)		72	72	133								
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)		38		39								0
Queuing Penalty (veh)		31		18								0

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	64	165	201
Average Queue (ft)	19	69	105
95th Queue (ft)	52	128	187
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	0	9	17
Queuing Penalty (veh)	0	14	13

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	450	1068	1066	1060	360	312	274	290	345	263	145	161
Average Queue (ft)	262	628	637	639	144	170	158	180	203	83	76	93
95th Queue (ft)	545	1326	1326	1323	412	308	239	267	294	202	133	146
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)		18	15	15								
Queuing Penalty (veh)		120	101	96								
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)		51		51					23	0		
Queuing Penalty (veh)		77		48					57	1		

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	182	139	185	158	198	202	255
Average Queue (ft)	84	61	82	74	100	102	131
95th Queue (ft)	146	119	162	143	176	175	220
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)	0			2	4	4	
Queuing Penalty (veh)	0			3	5	8	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	TR	R	R
Maximum Queue (ft)	520	775	796	796	128	41	164	153
Average Queue (ft)	262	482	478	469	45	3	104	66
95th Queue (ft)	644	1048	1041	1030	98	19	187	123
Link Distance (ft)		741	741	741		554	152	260
Upstream Blk Time (%)		22	14	9			43	
Queuing Penalty (veh)		154	98	64			0	
Storage Bay Dist (ft)	400				300			
Storage Blk Time (%)		59						
Queuing Penalty (veh)		59						

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	R	L
Maximum Queue (ft)	440	587	604	608	360	139	163	306	320	389	325	108
Average Queue (ft)	257	474	465	466	85	69	94	188	196	232	72	35
95th Queue (ft)	572	729	741	748	330	127	148	296	294	346	242	74
Link Distance (ft)		554	554	554				838	838	838		166
Upstream Blk Time (%)		52	31	25								
Queuing Penalty (veh)		328	196	157								
Storage Bay Dist (ft)	340				260	450	450				225	
Storage Blk Time (%)		72		41						12		
Queuing Penalty (veh)		69		23						53		

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	L	LT	T	R
Maximum Queue (ft)	134	192	170	236	295	261	150
Average Queue (ft)	62	132	66	138	160	71	68
95th Queue (ft)	120	206	167	219	277	155	129
Link Distance (ft)	166	166	166		405	405	
Upstream Blk Time (%)		9	1		2	0	
Queuing Penalty (veh)		0	0		4	1	
Storage Bay Dist (ft)				170			210
Storage Blk Time (%)				8	8	0	
Queuing Penalty (veh)				17	15	0	

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	300	888	866	877	400	139	140	215	212	319	160	283
Average Queue (ft)	287	749	674	607	123	48	67	97	92	141	70	147
95th Queue (ft)	341	1104	1069	1029	420	103	117	187	177	252	135	237
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)		31	9	2								
Queuing Penalty (veh)		230	64	14								
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	42	74		38								1
Queuing Penalty (veh)	224	401		40								1

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	170	350	400	1914	750	265
Average Queue (ft)	92	334	375	1010	428	168
95th Queue (ft)	150	389	454	2131	922	249
Link Distance (ft)	697			1876		
Upstream Blk Time (%)				9		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		33	36	1		
Queuing Penalty (veh)		264	287	16		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	449	556	569	587	543	171	158	225	255
Average Queue (ft)	241	357	485	434	330	88	72	97	96
95th Queue (ft)	433	621	712	724	670	149	124	178	187
Link Distance (ft)		518	518	518	518	439	439	439	
Upstream Blk Time (%)		3	19	9	1				
Queuing Penalty (veh)		27	156	69	11				
Storage Bay Dist (ft)	350								250
Storage Blk Time (%)	0	3						0	0
Queuing Penalty (veh)	0	8						1	2

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	L	T	T	T	R	L	T
Maximum Queue (ft)	410	439	540	560	540	121	505	495	509	400	119	189
Average Queue (ft)	337	426	514	466	460	34	273	310	492	374	41	35
95th Queue (ft)	460	499	536	635	624	89	455	502	504	531	89	111
Link Distance (ft)			439	439	439		484	484	484			1070
Upstream Blk Time (%)		10	59	41	38		1	1	30			
Queuing Penalty (veh)		0	388	271	253		4	11	238			
Storage Bay Dist (ft)	360	360				260				300	100	
Storage Blk Time (%)	22	33	58				10		53		1	2
Queuing Penalty (veh)	159	239	226				4		194		1	2

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	LT	R	R
Maximum Queue (ft)	173	320	343	349	359
Average Queue (ft)	48	188	212	157	165
95th Queue (ft)	111	286	315	266	284
Link Distance (ft)			783	783	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	300			300
Storage Blk Time (%)	3	0	1	1	1
Queuing Penalty (veh)	2	1	3	2	2

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	T	T	T	L	LT	R
Maximum Queue (ft)	350	510	516	516	400	156	240	403	533	525	1873	800
Average Queue (ft)	311	390	312	248	41	80	68	83	240	38	1787	793
95th Queue (ft)	415	606	537	481	196	146	169	234	474	211	2127	833
Link Distance (ft)		484	484	484			553	553	553		1817	
Upstream Blk Time (%)		5	1	0					1		59	
Queuing Penalty (veh)		48	9	3					2		0	
Storage Bay Dist (ft)	250				300	60				450		700
Storage Blk Time (%)	38	17		1		24	4				1	17
Queuing Penalty (veh)	231	105		4		102	3				12	40

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	750
Average Queue (ft)	743
95th Queue (ft)	771
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	71
Queuing Penalty (veh)	166

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	282	515	101	127	94	331	375	536	400	214	255	147
Average Queue (ft)	187	243	22	26	20	201	217	309	113	75	142	59
95th Queue (ft)	256	444	65	81	64	303	342	478	322	169	226	116
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		1										
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	0	0						10				
Queuing Penalty (veh)	0	1						21				

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	352	560	548	192	359	786	799	65	221	452	139	275
Average Queue (ft)	132	292	299	53	138	235	258	17	95	107	19	133
95th Queue (ft)	303	490	483	166	335	620	620	44	178	336	86	264
Link Distance (ft)		1223	1223	1223		2376	2376			1887		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)	1	6			16	0	1		0	1		5
Queuing Penalty (veh)	4	4			75	0	1		1	2		12

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB	B1611
Directions Served	T	R	T
Maximum Queue (ft)	1440	275	496
Average Queue (ft)	472	33	48
95th Queue (ft)	1451	179	390
Link Distance (ft)	1884		3157
Upstream Blk Time (%)	6		
Queuing Penalty (veh)	20		
Storage Bay Dist (ft)		175	
Storage Blk Time (%)	34		
Queuing Penalty (veh)	95		

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	100	304	319	750	224	219	270	275	236	365	419	314
Average Queue (ft)	44	124	220	101	106	35	148	156	86	218	128	113
95th Queue (ft)	100	249	325	436	178	109	258	261	163	363	323	231
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)		4		2							2	
Queuing Penalty (veh)		0		7							0	
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	18	45	13	0			11	0		4	3	
Queuing Penalty (veh)	24	18	7	0			6	1		11	13	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	42	11	17	171	158	185	194	150	95	71
Average Queue (ft)	10	0	1	24	5	4	56	43	33	24
95th Queue (ft)	29	6	7	56	68	64	123	90	68	56
Link Distance (ft)		1060	1060		541	541	782		248	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	440			300				50		50
Storage Blk Time (%)					1		28	3	9	1
Queuing Penalty (veh)					1		27	2	2	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	14	58	162	165
Average Queue (ft)	1	18	68	30
95th Queue (ft)	6	48	137	80
Link Distance (ft)	541			603
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			10	
Queuing Penalty (veh)			5	

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	18	15	154	171	74
Average Queue (ft)	0	1	61	62	32
95th Queue (ft)	0	6	124	185	61
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	159	151	46	116	130	168	159	151	138
Average Queue (ft)	57	58	8	53	68	62	54	67	49
95th Queue (ft)	122	120	31	95	108	142	125	136	110
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	279	245	255	128	309	330	107	143	161	297	202	295
Average Queue (ft)	134	102	117	35	189	199	32	67	86	157	79	156
95th Queue (ft)	230	191	201	79	290	302	71	123	146	258	164	273
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)	0				1							
Queuing Penalty (veh)	1				1							

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	271	298	136	133	115	158	142	38
Average Queue (ft)	4	113	140	58	55	46	65	69	7
95th Queue (ft)	21	214	255	106	105	95	129	114	29
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	147	206	339	105	128	131	183	156	198	92	265	301
Average Queue (ft)	48	93	140	31	46	69	67	84	72	34	98	104
95th Queue (ft)	103	174	255	78	99	122	133	153	152	71	215	234
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)	0	1									0	
Queuing Penalty (veh)	0	0									0	

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	79	170	187	94	158	210	56	76	73	122	91	110
Average Queue (ft)	27	99	113	41	69	101	10	35	23	49	39	51
95th Queue (ft)	61	163	171	83	127	181	34	72	52	96	78	99
Link Distance (ft)		1005	1005		577	577		804	804		683	683
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	160	195	227	98	159	170	91	166	151	163	220	234
Average Queue (ft)	58	115	141	26	80	76	28	80	41	79	70	102
95th Queue (ft)	120	183	212	63	142	150	68	144	108	149	167	199
Link Distance (ft)		577	577		873	873		442	442		1203	1203
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	64	100	69	220	567	532	35	62	300	1898
Average Queue (ft)	18	41	24	182	344	295	7	18	224	1341
95th Queue (ft)	52	90	63	283	607	557	27	46	396	2431
Link Distance (ft)		705	705		560	560		500		1887
Upstream Blk Time (%)					6	0				22
Queuing Penalty (veh)					0	0				79
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)				80	9				33	85
Queuing Penalty (veh)				74	5				60	68

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	85	103	65	68	72	52	8
Average Queue (ft)	33	44	25	30	19	7	1
95th Queue (ft)	67	75	50	55	55	31	6
Link Distance (ft)		204		1216			496
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		100		220	300	
Storage Blk Time (%)	4	2	0				
Queuing Penalty (veh)	5	2	0				

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	L
Maximum Queue (ft)	50	68	78	42	5	31
Average Queue (ft)	20	31	43	10	0	9
95th Queue (ft)	47	55	70	34	3	32
Link Distance (ft)		1216	136		714	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	270			230		120
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	117	224	142	223	155	72	94	54	132	118
Average Queue (ft)	43	98	64	76	63	17	24	13	39	37
95th Queue (ft)	96	169	126	161	133	51	65	40	93	84
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	6	25	4	6	4	0			0	
Queuing Penalty (veh)	10	10	4	7	4	0			0	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	177	147	173	69	109	83	121	64	79	118	94
Average Queue (ft)	67	62	81	16	44	19	29	14	12	29	30
95th Queue (ft)	126	115	150	43	83	55	83	44	44	79	77
Link Distance (ft)	1243		136	136		405	405			714	714
Upstream Blk Time (%)			3								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	4	1					0			1	
Queuing Penalty (veh)	9	1					0			0	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	310	227	43	276	305	108	244	251
Average Queue (ft)	147	102	8	82	96	39	67	83
95th Queue (ft)	256	199	27	195	222	87	161	178
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)				0			0	
Queuing Penalty (veh)				0			0	

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	59	101
Average Queue (ft)	11	42
95th Queue (ft)	42	78
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	207	100	186	100	67	81	62	75	89	116
Average Queue (ft)	106	46	73	55	22	19	15	24	24	44
95th Queue (ft)	177	113	150	102	50	55	42	57	72	95
Link Distance (ft)	1005		174			1028	1028			984
Upstream Blk Time (%)			1							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	46	0	28	1		0				
Queuing Penalty (veh)	23	1	32	1		0				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	64	108	94	200	146	54	88	64	118	61	107	142
Average Queue (ft)	21	50	48	104	58	24	21	13	29	23	38	51
95th Queue (ft)	51	88	81	182	117	51	59	41	88	58	87	113
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)				1	0		0	0				
Queuing Penalty (veh)				1	0		0	0				

Intersection: 32: Nicollet Ave & Cobblestone Ct/Fairview Dr

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	174	333	145	179	96	129	89	158	51	149	172	40
Average Queue (ft)	123	121	65	81	38	47	16	30	13	48	54	9
95th Queue (ft)	191	265	132	143	72	107	60	102	38	117	130	30
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	35	6								0		
Queuing Penalty (veh)	52	14								0		

Intersection: 33: Burnhaven Dr & Executive Blvd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	31	31	34	23	38	30
Average Queue (ft)	13	10	8	7	5	4
95th Queue (ft)	37	32	29	24	24	20
Link Distance (ft)	292	292	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Buck Hill Road & Mall North

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	80	83	74
Average Queue (ft)	26	31	13
95th Queue (ft)	58	61	52
Link Distance (ft)	132	132	378
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	T
Maximum Queue (ft)	43	32	80	14
Average Queue (ft)	14	9	15	0
95th Queue (ft)	40	31	57	8
Link Distance (ft)	210	210	510	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	T
Maximum Queue (ft)	74	63	88	15
Average Queue (ft)	30	28	18	1
95th Queue (ft)	61	54	61	8
Link Distance (ft)	375	375	1203	510
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	54	490	434	391	30	183	120	906	162	42	119	89
Average Queue (ft)	15	171	141	111	7	89	28	76	62	7	32	31
95th Queue (ft)	45	286	262	226	21	168	86	517	144	24	83	71
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		2		2								
Queuing Penalty (veh)		0		1								

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	19	90	86	19
Average Queue (ft)	6	37	29	5
95th Queue (ft)	19	82	70	18
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	99	96	73	152	141	140
Average Queue (ft)	35	36	13	44	38	60
95th Queue (ft)	87	88	48	117	101	116
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	66	303	330	246	32	49	140	223	271	21	268	47
Average Queue (ft)	20	100	122	58	2	8	34	41	79	1	142	15
95th Queue (ft)	51	247	277	176	14	33	101	128	203	10	240	42
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)				0							1	
Queuing Penalty (veh)				0							0	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	85	50	37	85
Average Queue (ft)	25	8	3	25
95th Queue (ft)	58	31	19	60
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 7799

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	15.5	13.8	21.6	0.0	0.0	0.0	1.1	0.4	0.7	0.0	0.0	0.0
Total Del/Veh (s)	259.1	276.4	202.4	49.4	19.1	8.5	66.2	62.9	97.6	246.9	51.0	6.9

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	5.2
Total Del/Veh (s)	124.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.6	0.0	0.0	0.0	0.0	10.3	1.3	9.1	72.1	111.7	102.0
Total Del/Veh (s)	327.6	175.6	32.4	77.0	21.1	8.9	74.2	114.3	112.4	264.2	145.9	140.2

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	7.8
Total Del/Veh (s)	95.7

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	30.4	16.8	10.9	0.0	0.0	0.0	0.2	0.1	0.3	41.7	30.6	38.1
Total Del/Veh (s)	309.3	226.0	90.5	91.0	31.0	18.9	65.2	54.7	47.2	134.3	72.1	52.0

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	11.3
Total Del/Veh (s)	100.5

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	879.8	0.2	33.9
Total Del/Veh (s)	112.3	100.1	29.3	34.7	6.3	7.1	447.7	23.6	49.1

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.7	5.8	0.0	0.0	0.0	9.0	9.2	11.4	1.4	0.4	0.6
Total Del/Veh (s)	140.0	127.7	23.9	66.4	43.7	22.0	83.6	96.5	76.0	50.6	47.9	21.8

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.3
Total Del/Veh (s)	67.8

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.7	1.2	0.0	0.0	210.3	169.9	269.8	270.3	265.3	85.6
Total Del/Veh (s)	94.4	15.7	93.0	12.8	324.5	293.7	203.7	143.0	98.2	94.1

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	59.0	30.6	10.5	14.8	23.6

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	7.8	3.9	0.0	0.0	0.0	0.0	4.1	0.2	4.0	0.6	0.3	0.7
Total Del/Veh (s)	356.2	21.3	1.4	87.5	36.0	14.0	65.8	67.8	26.8	53.0	60.8	39.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.8
Total Del/Veh (s)	50.4

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	233.5	252.1	52.8
Total Del/Veh (s)	29.1	4.7	107.9	29.2	145.5	280.8	72.3

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	107.1	100.9	1.1	0.7	3.4	46.7
Total Del/Veh (s)	22.9	5.3	76.8	62.2	55.9	58.3	12.9	42.4

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	0.3	1.3	1.6	0.4	1.8	1.3	0.1	1.2
Total Del/Veh (s)	103.5	24.5	6.4	64.0	15.6	5.3	50.7	49.6	4.5	46.1	56.6	2.4

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	24.5

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	16.8	11.9	12.1	0.0	0.0	0.0	0.1	0.0	0.0	21.7	20.4	16.0
Total Del/Veh (s)	56.9	70.3	78.5	96.7	46.6	9.0	15.9	23.8	9.7	23.9	39.9	8.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	9.0
Total Del/Veh (s)	34.1

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.0
Total Del/Veh (s)	7.7	1.6	2.7	25.2	1.0	0.5	43.1	5.2	8.5	46.4	38.9	5.0

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	5.3

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.1	7.2	0.4	69.2	1.0	16.4	7.6

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.9	10.1	0.6	136.6	4.7	8.3

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	7.3	1.2	14.1	3.9	51.1	4.0	8.2

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	3.2	0.3	0.3
Total Del/Veh (s)	20.0	12.8	10.6	15.0	23.0	15.0	35.0	26.5	19.3	29.9	23.9	15.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	19.6

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.2	0.4	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	7.9	8.2	6.2	7.2	4.0	1.8	22.7	1.4	10.0	9.8	18.4	4.1

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.2

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	0.0	0.0	0.0	3.2	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	53.7	40.4	6.9	67.5	53.0	25.2	7.9	4.2	1.6	9.4	6.4	5.6

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.5

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	3.8	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	33.7	38.6	16.5	24.9	28.4	16.4	16.9	6.8	3.8	14.6	5.7	3.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	14.7

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	3.6	0.2	0.2	25.4	16.8	14.8	0.0	0.0	0.0
Total Del/Veh (s)	115.6	35.0	23.5	51.3	63.0	89.4	62.1	57.0	65.9	46.2	15.4	12.1

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	5.6
Total Del/Veh (s)	46.0

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.1	0.2	3.4	0.1	0.1	4.2	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	6.0	3.6	4.3	115.0	44.1	11.7	6.4	4.7	0.8	117.0	70.1	97.4

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	37.9

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.7	11.7	4.9	14.5	12.9	8.4	5.3	1.7	2.1	2.7	1.2	0.8

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	5.1

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.2	0.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	4.1	4.8	9.8	12.3	4.6	3.8	1.4	1.1	3.4	1.0	0.7

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	28.2	11.8	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	35.5	57.4	54.8	71.0	22.2	20.1	25.8	7.5	6.5	47.9	61.4	38.5

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	3.5
Total Del/Veh (s)	33.4

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.4	2.0	0.7	1.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	31.6	37.1	7.4	39.1	41.1	3.4	16.4	6.6	5.7	9.2	10.1	6.0

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.1

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	44.9	47.0	24.5	48.1	42.3	29.8	6.0	9.3	4.1	15.9	10.0	5.8

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	15.9

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.8	1.5	1.5	10.8	1.7	8.2	3.2

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.8	1.3	0.7	3.9	0.7	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.1	35.9	12.6	34.4	32.1	6.9	13.2	8.5	4.7	22.3	7.8	9.1

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	15.1

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.3	0.2	4.0	0.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	49.2	43.2	5.8	49.1	47.6	4.4	6.5	3.6	2.7	7.7	7.5	5.2

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	12.8

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.6	0.6	3.9	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.7	35.7	8.9	46.0	52.8	7.0	17.1	7.5	8.5	9.8	7.6	2.6

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	13.6

33: Burnhaven Dr & Executive Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.5	13.6	3.0	6.8	13.7	2.9	3.5	1.2	1.2	3.7	0.7	0.5

33: Burnhaven Dr & Executive Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

34: Buck Hill Road & Mall North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	528.4	651.2	0.0	18.4	0.0	0.0	71.3
Total Del/Veh (s)	300.2	6.4	118.2	133.3	2.3	2.7	59.0

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	320.8	266.1	0.0	0.0	0.0	0.0	32.6
Total Del/Veh (s)	455.0	10.2	202.8	147.5	0.7	1.0	84.1

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	75.2	61.0	0.0	0.0	0.0	0.0	11.7
Total Del/Veh (s)	277.3	12.7	213.1	207.3	5.6	7.2	111.8

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	29.7	28.0	35.2	0.0	0.0	0.0	4.0	0.3	3.5	4.0	0.3	4.2
Total Del/Veh (s)	62.4	80.2	40.5	55.0	9.5	8.7	50.1	48.4	125.2	95.2	44.0	9.5

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	13.3
Total Del/Veh (s)	43.9

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.4	0.1	0.2	0.1
Total Del/Veh (s)	3.4	3.4	5.9	43.4	6.6

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.8	3.4	2.8	0.1	3.4
Total Del/Veh (s)	50.5	12.6	3.0	59.1	9.6	6.2	42.9	39.1	7.0	38.0	16.5	12.0

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.1

Total Network Performance

Denied Del/Veh (s)	78.0
Total Del/Veh (s)	239.3

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	176	327	2526	2528	2524	450	139	136	162	182	193	65
Average Queue (ft)	62	97	942	928	893	24	61	73	85	115	117	7
95th Queue (ft)	147	253	2522	2516	2501	166	114	124	155	176	190	39
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)			21	21	19							
Queuing Penalty (veh)			113	113	106							
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)			39		36							
Queuing Penalty (veh)			94		69							

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	249	267	476	682	271	359	404	548	318	193
Average Queue (ft)	126	145	130	180	51	177	204	203	93	51
95th Queue (ft)	205	222	299	484	208	354	407	511	204	139
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)								20		
Queuing Penalty (veh)								70		
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)				8	0	25	26			
Queuing Penalty (veh)				6	0	28	29			

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	429	1246	1236	1288	430	274	347	363	398	49	110	615
Average Queue (ft)	83	664	637	638	34	144	185	199	223	9	27	150
95th Queue (ft)	265	1521	1512	1532	215	238	333	334	364	31	76	507
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)		38	33	34								
Queuing Penalty (veh)		221	192	198								
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)		51		22			0		2			22
Queuing Penalty (veh)		63		7			1		2			35

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	196	199	803
Average Queue (ft)	69	137	315
95th Queue (ft)	140	231	779
Link Distance (ft)			782
Upstream Blk Time (%)			12
Queuing Penalty (veh)			19
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	6	47	15
Queuing Penalty (veh)	5	70	18

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	450	1061	1072	1058	360	428	356	370	447	265	177	196
Average Queue (ft)	241	812	786	737	133	252	179	189	217	122	92	116
95th Queue (ft)	572	1273	1289	1266	402	403	307	310	372	254	145	171
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)		46	29	14								
Queuing Penalty (veh)		281	177	83								
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)	17	63		49		0			21	3		0
Queuing Penalty (veh)	84	185		47		0			71	14		0

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	343	368	282	200	250	408	398
Average Queue (ft)	135	114	106	153	192	262	236
95th Queue (ft)	237	289	244	230	285	454	400
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)						22	7
Queuing Penalty (veh)						62	20
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)	0	2	6	43	36	12	
Queuing Penalty (veh)	0	3	9	58	49	45	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	R	R
Maximum Queue (ft)	520	785	775	793	137	27	44	167	201
Average Queue (ft)	218	534	502	430	43	1	5	129	79
95th Queue (ft)	595	1067	1042	972	98	13	23	193	148
Link Distance (ft)		741	741	741		554	554	152	260
Upstream Blk Time (%)		40	11	5				73	
Queuing Penalty (veh)		271	75	37				0	
Storage Bay Dist (ft)	400				300				
Storage Blk Time (%)		67							
Queuing Penalty (veh)		67							

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	R	L
Maximum Queue (ft)	440	586	614	616	360	204	310	510	636	776	325	174
Average Queue (ft)	294	513	476	447	29	100	129	329	346	439	240	86
95th Queue (ft)	592	692	705	716	181	162	213	492	546	714	447	162
Link Distance (ft)		554	554	554				838	838	838		166
Upstream Blk Time (%)		60	33	16								1
Queuing Penalty (veh)		402	219	108								0
Storage Bay Dist (ft)	340				260	450	450				225	
Storage Blk Time (%)	1	78		38				2		35	2	
Queuing Penalty (veh)	7	160		9				4		199	11	

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	L	LT	T	R
Maximum Queue (ft)	197	206	187	270	328	238	205
Average Queue (ft)	149	165	105	195	219	140	86
95th Queue (ft)	210	218	205	267	289	222	160
Link Distance (ft)	166	166	166		405	405	
Upstream Blk Time (%)	17	33	7				
Queuing Penalty (veh)	0	0	0				
Storage Bay Dist (ft)				170			210
Storage Blk Time (%)				14	24	2	0
Queuing Penalty (veh)				50	62	3	0

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	300	875	852	868	400	246	371	372	283	360	350	713
Average Queue (ft)	296	776	605	511	39	137	164	111	111	173	180	607
95th Queue (ft)	311	1040	971	941	207	233	284	245	229	328	432	888
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)		21	1	0				0				60
Queuing Penalty (veh)		171	9	3				1				180
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	60	67		11			0	1			9	82
Queuing Penalty (veh)	358	395		16			0	2			23	152

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	729	350	400	1934	750	360
Average Queue (ft)	376	339	394	1565	586	210
95th Queue (ft)	770	372	414	2442	1005	305
Link Distance (ft)	697			1876		
Upstream Blk Time (%)	6			24		
Queuing Penalty (veh)	18			0		
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		43	53	5		
Queuing Penalty (veh)		405	508	63		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	450	566	578	554	551	251	261	302	229
Average Queue (ft)	334	476	487	373	217	137	116	163	135
95th Queue (ft)	522	636	702	646	575	235	220	270	226
Link Distance (ft)		518	518	518	518	439	439	439	
Upstream Blk Time (%)		15	34	2	1				
Queuing Penalty (veh)		139	311	14	10				
Storage Bay Dist (ft)	350								250
Storage Blk Time (%)	1	8						2	1
Queuing Penalty (veh)	5	32						13	6

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	L	T	T	T	R	L	T
Maximum Queue (ft)	410	439	533	431	396	256	472	494	518	400	121	81
Average Queue (ft)	392	419	487	167	159	56	305	342	490	384	44	22
95th Queue (ft)	462	499	627	328	295	170	447	500	507	495	94	59
Link Distance (ft)			439	439	439		484	484	484			1070
Upstream Blk Time (%)		37	59	0			0	1	21			
Queuing Penalty (veh)		0	413	0			1	5	200			
Storage Bay Dist (ft)	360	360				260				300	100	
Storage Blk Time (%)	60	76	5				14		41		1	0
Queuing Penalty (veh)	453	573	23				7		198		1	0

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	LT	R	R
Maximum Queue (ft)	97	268	328	245	278
Average Queue (ft)	40	170	203	147	162
95th Queue (ft)	79	247	280	228	264
Link Distance (ft)			783	783	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	300			300
Storage Blk Time (%)	1		0		0
Queuing Penalty (veh)	1		1		0

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	T	T	T	L	LT	R
Maximum Queue (ft)	350	502	485	403	218	147	494	581	591	87	1862	800
Average Queue (ft)	269	256	199	156	11	83	153	251	466	15	1617	767
95th Queue (ft)	395	504	361	282	99	150	320	537	674	57	2488	949
Link Distance (ft)		484	484	484			553	553	553		1817	
Upstream Blk Time (%)		1	0					0	4		51	
Queuing Penalty (veh)		14	0					2	27		0	
Storage Bay Dist (ft)	250				300	60				450		700
Storage Blk Time (%)	14	4		0		45	15				1	24
Queuing Penalty (veh)	78	21		1		290	16				14	30

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	750
Average Queue (ft)	723
95th Queue (ft)	840
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	59
Queuing Penalty (veh)	73

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	240	440	66	77	52	709	960	970	400	261	292	118
Average Queue (ft)	155	189	14	23	8	449	611	706	335	123	177	53
95th Queue (ft)	222	304	44	62	33	691	848	912	565	224	268	94
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		0					0	1				
Queuing Penalty (veh)		0					0	3				
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	0	0						71				
Queuing Penalty (veh)	0	0						103				

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	325	521	496	105	176	265	320	41	230	184	126	103
Average Queue (ft)	70	215	222	20	97	174	200	11	112	78	17	45
95th Queue (ft)	180	446	444	62	158	271	293	30	184	150	76	81
Link Distance (ft)		1223	1223	1223		2376	2376			1887		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)		2				0	0		0	0		
Queuing Penalty (veh)		2				0	0		1	1		

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	158	27
Average Queue (ft)	63	1
95th Queue (ft)	132	13
Link Distance (ft)	1884	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	99	280	307	1067	169	150	222	234	126	356	460	333
Average Queue (ft)	35	108	156	110	71	28	81	88	47	138	119	69
95th Queue (ft)	85	235	279	520	134	81	188	186	95	296	365	195
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)		2		2							11	
Queuing Penalty (veh)		0		5							0	
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	12	37	13				4	0		2	12	
Queuing Penalty (veh)	14	18	6				2	1		3	49	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	T	LT	R	LT	R
Maximum Queue (ft)	54	59	135	50	106	103	95	60
Average Queue (ft)	8	2	33	1	29	40	26	19
95th Queue (ft)	31	22	98	9	71	78	66	48
Link Distance (ft)		1060		541	782		248	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	440		300			50		50
Storage Blk Time (%)					10	3	8	0
Queuing Penalty (veh)					13	2	2	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	35	54	157	241
Average Queue (ft)	2	20	91	83
95th Queue (ft)	15	47	170	281
Link Distance (ft)	541			603
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			23	
Queuing Penalty (veh)			13	

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	16	15	183	192	81
Average Queue (ft)	1	1	68	73	27
95th Queue (ft)	9	10	133	181	60
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	127	168	47	138	132	140	140	213	106
Average Queue (ft)	54	58	11	49	62	51	36	82	44
95th Queue (ft)	112	122	37	96	103	110	97	167	90
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	190	147	162	82	201	202	101	109	133	162	159	281
Average Queue (ft)	99	71	85	34	109	114	19	44	66	66	53	110
95th Queue (ft)	172	125	136	65	178	187	59	85	113	126	106	220
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	140	145	58	143	75	158	90	31
Average Queue (ft)	3	50	59	26	45	24	45	43	8
95th Queue (ft)	19	104	114	50	105	60	95	83	30
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	97	121	107	80	91	124	66	102	73	71	85	132
Average Queue (ft)	33	36	27	26	27	53	21	40	25	20	24	48
95th Queue (ft)	75	94	64	63	65	105	52	88	58	52	72	103
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	100	129	124	94	127	211	38	98	121	105	103	131
Average Queue (ft)	24	42	52	29	59	89	9	44	36	31	22	39
95th Queue (ft)	60	90	105	71	116	159	33	90	83	78	63	92
Link Distance (ft)		1005	1005		577	577		804	804		683	683
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	216	137	177	82	455	561	234	466	466	299	282	319
Average Queue (ft)	66	49	78	26	94	146	44	168	119	71	69	95
95th Queue (ft)	158	97	138	62	280	401	159	375	351	166	169	201
Link Distance (ft)		577	577		873	873		442	442		1203	1203
Upstream Blk Time (%)								11	4			
Queuing Penalty (veh)								0	0			
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)	0				0			14			0	
Queuing Penalty (veh)	0				0			7			0	

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	60	83	86	104	181	166	38	50	261	377
Average Queue (ft)	19	29	18	37	96	56	7	17	87	169
95th Queue (ft)	50	67	59	90	160	121	27	45	197	298
Link Distance (ft)		705	705		560	560		500		1887
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)				0	1				3	20
Queuing Penalty (veh)				0	0				5	12

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	93	122	53	83	85	41	22
Average Queue (ft)	47	55	13	26	34	6	3
95th Queue (ft)	85	100	39	61	69	26	15
Link Distance (ft)		204		1216			496
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		100		220	300	
Storage Blk Time (%)	11	5		0			
Queuing Penalty (veh)	20	4		0			

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	L	L	TR
Maximum Queue (ft)	30	61	112	28	31	10
Average Queue (ft)	11	26	46	9	5	0
95th Queue (ft)	34	54	82	30	23	5
Link Distance (ft)		1216	136			650
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	270			230	120	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	B3603	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	379	135	169	276	169	243	108	133	532	479
Average Queue (ft)	49	168	6	63	85	100	49	25	24	138	96
95th Queue (ft)	119	325	40	135	187	180	139	73	89	379	301
Link Distance (ft)		303	603		1243		384	384		795	795
Upstream Blk Time (%)		8								0	0
Queuing Penalty (veh)		15								0	0
Storage Bay Dist (ft)	60			100		100			130		
Storage Blk Time (%)	3	44		12	5	14	0			23	
Queuing Penalty (veh)	7	24		19	5	19	1			11	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	212	144	155	44	187	94	83	59	23	124	105
Average Queue (ft)	69	69	105	13	66	22	24	16	4	41	40
95th Queue (ft)	145	121	162	34	140	60	63	40	18	96	89
Link Distance (ft)	1243		136	136		405	405			714	714
Upstream Blk Time (%)			6								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	5	0			0					2	
Queuing Penalty (veh)	15	1			1					0	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	143	229	14	128	135	96	147	157
Average Queue (ft)	57	112	2	49	50	36	36	51
95th Queue (ft)	105	203	10	98	111	84	98	115
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	68	106
Average Queue (ft)	10	53
95th Queue (ft)	41	91
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	305	100	189	100	79	132	115	196	101	132
Average Queue (ft)	134	57	74	64	23	49	39	57	23	49
95th Queue (ft)	250	124	160	109	60	108	88	125	73	119
Link Distance (ft)	1005		174			1028	1028			984
Upstream Blk Time (%)			2							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	46	1	27	4	0	2				
Queuing Penalty (veh)	37	2	41	6	0	1				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	91	94	105	92	95	73	68	63	67	47	77	96
Average Queue (ft)	46	39	48	44	35	14	19	7	13	9	15	23
95th Queue (ft)	87	80	78	81	70	47	49	23	39	32	53	65
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 32: Nicollet Ave & Cobblestone Ct/Fairview Dr

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	164	202	87	102	81	135	51	111	39	105	98	45
Average Queue (ft)	91	72	26	26	29	36	7	17	9	39	32	10
95th Queue (ft)	154	137	64	68	62	97	29	65	31	90	81	31
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	25	3								0		
Queuing Penalty (veh)	44	5								0		

Intersection: 33: Burnhaven Dr & Executive Blvd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	31	31	35	24	29	31
Average Queue (ft)	8	5	11	8	2	4
95th Queue (ft)	30	23	33	26	14	20
Link Distance (ft)	292	292	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Buck Hill Road & Mall North

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	146	84	394	416	27	37
Average Queue (ft)	113	30	260	169	1	2
95th Queue (ft)	179	109	527	445	13	14
Link Distance (ft)	132	132	378	378	697	697
Upstream Blk Time (%)	60	15	53	19		
Queuing Penalty (veh)	0	0	142	49		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	220	219	564	554	11
Average Queue (ft)	124	59	304	276	0
95th Queue (ft)	262	195	696	682	5
Link Distance (ft)	210	210	510	510	378
Upstream Blk Time (%)	44	20	42	27	
Queuing Penalty (veh)	0	0	113	72	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	386	383	1217	1234	238	257
Average Queue (ft)	147	91	414	374	17	18
95th Queue (ft)	371	289	1202	1197	144	149
Link Distance (ft)	375	375	1203	1203	510	510
Upstream Blk Time (%)	20	15	18	17		0
Queuing Penalty (veh)	0	0	51	49		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	79	1279	1277	1280	230	202	139	186	211	51	91	89
Average Queue (ft)	14	377	345	293	13	82	43	66	78	10	36	32
95th Queue (ft)	47	1018	999	977	104	163	107	150	168	29	79	73
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)		12	12	11								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		19		18								
Queuing Penalty (veh)		3		10								

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	41	184	95	31
Average Queue (ft)	10	41	31	6
95th Queue (ft)	36	104	70	23
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	115	84	52	166	172	193
Average Queue (ft)	28	27	8	60	38	72
95th Queue (ft)	76	72	30	133	108	150
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	70	322	357	332	24	63	127	191	324	19	302	68
Average Queue (ft)	25	118	133	75	2	9	41	50	83	1	148	17
95th Queue (ft)	60	287	299	231	12	31	107	131	220	8	252	50
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)		0		0					0		1	
Queuing Penalty (veh)		0		0					0		1	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	75	60	29	89
Average Queue (ft)	23	11	3	30
95th Queue (ft)	61	38	17	70
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 10639

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	53.8	24.9	8.9	53.3	37.9	5.4	46.4	47.0	5.3	52.5	44.9	3.7

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	33.4

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	1.7	1.4	0.1	0.1
Total Del/Veh (s)	66.0	29.4	16.0	53.7	4.6	2.6	47.4	60.5	11.4	65.1	49.5	13.7

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	20.3

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.1
Total Del/Veh (s)	85.4	59.8	30.6	79.0	4.6	2.4	61.2	50.7	32.3	109.9	50.0	15.6

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	38.0

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	67.2	0.1	0.4
Total Del/Veh (s)	55.3	63.3	14.8	21.8	1.5	1.4	313.9	9.2	34.6

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	115.8	72.2	12.5	66.9	4.2	4.3	64.5	74.6	72.9	59.4	59.8	10.7

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	38.0

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	2.4	1.7	2.4	0.7
Total Del/Veh (s)	118.4	8.3	54.3	9.8	431.4	387.9	65.6	33.9	15.3	82.0

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	56.9	35.5	3.9	7.1	23.2

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.5	4.0	0.7	0.0	0.5
Total Del/Veh (s)	257.3	26.1	1.3	63.5	18.5	10.1	62.6	60.4	15.9	59.8	75.6	29.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	46.3

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.5	2.9	0.7
Total Del/Veh (s)	29.6	2.3	33.7	6.0	35.0	28.7	21.1

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.5	0.8	3.5	0.2
Total Del/Veh (s)	35.2	3.5	33.4	20.4	54.4	6.1	27.6

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.0	0.3	1.7	1.0	0.1	1.1	0.0	0.0	0.0
Total Del/Veh (s)	82.4	9.4	1.8	69.3	13.0	5.6	47.5	51.8	3.0	46.2	39.8	2.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	18.7

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0	3.3	0.4	0.2
Total Del/Veh (s)	64.9	63.1	18.1	44.7	45.0	8.2	7.3	6.4	6.1	17.7	6.3	2.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	12.7

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.1
Total Del/Veh (s)	3.8	1.0	1.0	4.4	0.5	0.4	14.8	2.8	5.1	12.2	10.7	4.7

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.0

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.6	4.1	0.3	9.8	0.1	3.9	0.6

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	0.7	5.4	0.4	13.9	0.2	2.8	1.4

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.5	5.8	1.5	32.2	0.2	0.8	2.3

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.2	0.2
Total Del/Veh (s)	12.9	10.5	6.1	14.5	14.0	11.1	21.8	27.9	17.4	23.9	20.6	5.7

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	15.1

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	0.2	0.0	0.0	0.0	0.1	0.5
Total Del/Veh (s)	15.6	8.2	4.6	9.9	5.4	20.4	3.1	8.8	2.9	8.3

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.2	0.2	0.0	0.0	0.0	2.7	0.5	0.4	0.0	0.0	0.0
Total Del/Veh (s)	60.3	50.6	10.6	41.9	24.5	13.5	8.3	6.0	2.7	15.1	7.4	4.6

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	12.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.0	0.0	0.0	0.0	3.6	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	63.9	64.8	31.0	22.2	27.3	19.8	6.7	5.6	2.2	10.2	4.0	1.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	27.4

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.6	0.1	0.2	3.7	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	45.5	42.7	27.7	54.8	51.1	29.0	60.8	8.6	1.6	65.2	10.4	5.2

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	30.7

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	3.7	0.1	0.2	3.8	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	5.5	3.4	1.0	75.8	51.7	13.4	5.3	4.3	1.5	83.3	45.2	47.6

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	26.9

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	5.9	2.8	5.3	1.1	2.9	2.1	0.8	0.5	2.5	0.4	0.3

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	1.4

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	0.3	2.9	5.2	2.8	2.5	0.4	0.2	0.4	0.4	1.0

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	47.7	61.7	11.7	57.7	65.0	6.3	4.7	2.3	1.6	3.7	1.3	0.6

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.2

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	50.3	39.2	5.5	57.7	3.6	2.4	1.9	2.6	0.7	0.3	7.5

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	36.5	36.5	16.9	31.3	39.0	14.8	9.3	6.5	3.8	13.0	7.5	5.9

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	9.2

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	0.9	0.8	0.7	7.3	1.4	3.7	1.6

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	1.8	0.1	0.1	4.3	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	52.3	54.0	8.0	46.2	51.9	4.5	4.4	2.4	0.6	5.8	2.8	2.6

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	15.9

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.2	0.2	4.0	0.3	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	44.0	60.9	4.4	51.6	53.8	3.9	5.1	3.2	4.2	9.1	4.4	3.1

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.3

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.3	0.2	3.9	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	60.6	72.1	6.8	58.5	60.7	9.1	9.1	9.3	10.1	11.1	2.2	1.0

32: Nicollet Ave & Cobblestone Ct/Fairview Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.7

33: Burnhaven Dr & Executive Blvd Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	2.8	5.6	6.6	1.9	2.5	0.8	1.1	1.5	0.3	0.1	1.5

34: Buck Hill Road & Mall North Performance by movement

Movement	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	183.6	155.3	1.4	1.6	87.7

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	144.9	15.5	126.6	0.3	0.3	74.0

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.5	2.2	45.7	39.4	0.4	0.3	25.6

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	0.2	2.0	0.0	0.0	0.0	4.0	0.3	4.2	3.9	0.3	4.1
Total Del/Veh (s)	61.7	15.6	3.9	68.5	12.9	11.0	55.4	57.9	9.5	60.1	58.9	6.4

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.3

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	4.0	0.2
Total Del/Veh (s)	2.6	3.4	56.2	4.0	53.9	56.3	9.5

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.9	3.3	3.9	0.2	3.6
Total Del/Veh (s)	56.4	5.5	1.5	59.4	6.9	4.0	54.5	47.0	4.7	42.6	37.7	11.5

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	13.2

Total Network Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	145.5

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	137	229	411	411	411	112	79	98	291	317	324	94
Average Queue (ft)	61	105	138	136	134	1	18	38	186	213	223	8
95th Queue (ft)	117	193	306	305	300	14	58	79	268	296	302	48
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)			2		1				0		1	
Queuing Penalty (veh)			3		1				0		2	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB		
Directions Served	L	L	T	T	R	L	L	T	T	R		
Maximum Queue (ft)	216	233	282	310	54	132	171	118	119	131		
Average Queue (ft)	112	140	166	195	6	57	80	55	51	24		
95th Queue (ft)	176	206	253	286	33	112	135	100	102	83		
Link Distance (ft)			1256	1256				528	528			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			300	310	310			310		
Storage Blk Time (%)		0	0	1								
Queuing Penalty (veh)		0	0	0								

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	174	343	348	362	99	76	80	76	96	21	31	58
Average Queue (ft)	65	119	128	125	7	13	12	19	31	1	7	17
95th Queue (ft)	220	589	596	598	91	44	43	53	75	9	26	46
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)		1	1	1								
Queuing Penalty (veh)		4	4	6								
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)		9		9								
Queuing Penalty (veh)		5		1								

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	44	100	111
Average Queue (ft)	10	43	42
95th Queue (ft)	32	87	87
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		2	1
Queuing Penalty (veh)		1	1

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	330	757	762	743	234	124	106	134	157	39	40	67
Average Queue (ft)	110	255	246	242	35	57	33	46	62	5	11	23
95th Queue (ft)	350	820	817	817	200	107	83	104	126	24	35	52
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)		5	5	4								
Queuing Penalty (veh)		28	24	20								
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)		22		18					0			
Queuing Penalty (veh)		12		7					0			

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	70	74	134	85	92	55	74
Average Queue (ft)	26	17	47	24	38	14	20
95th Queue (ft)	57	49	117	74	89	40	54
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)				0	1		
Queuing Penalty (veh)				0	0		

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	T	TR	R	R
Maximum Queue (ft)	520	776	785	782	54	11	8	112	61
Average Queue (ft)	71	320	310	284	10	0	1	40	21
95th Queue (ft)	347	886	883	848	36	8	6	120	52
Link Distance (ft)		741	741	741		554	554	152	260
Upstream Blk Time (%)		18	12	8				9	
Queuing Penalty (veh)		95	62	42				0	
Storage Bay Dist (ft)	400				300				
Storage Blk Time (%)		39							
Queuing Penalty (veh)		10							

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	L	LT
Maximum Queue (ft)	360	584	599	596	77	37	73	92	116	123	30	27
Average Queue (ft)	49	385	355	306	3	4	26	19	31	37	3	5
95th Queue (ft)	264	737	748	704	52	22	60	60	79	94	17	21
Link Distance (ft)		554	554	554				838	838	838	166	166
Upstream Blk Time (%)		41	23	7								
Queuing Penalty (veh)		213	116	38								
Storage Bay Dist (ft)	340				260	450	450					
Storage Blk Time (%)		56		11						0		
Queuing Penalty (veh)		8		1						0		

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	TR	L	LT	T	R
Maximum Queue (ft)	34	55	63	48	31
Average Queue (ft)	4	16	19	10	7
95th Queue (ft)	20	43	50	34	27
Link Distance (ft)	166		405	405	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		170			210
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	300	888	876	866	158	49	84	142	182	214	350	713
Average Queue (ft)	266	711	613	414	6	12	29	45	48	69	64	496
95th Queue (ft)	396	1161	1095	936	83	39	67	100	116	151	269	896
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)		39	9	1								46
Queuing Penalty (veh)		200	45	6								67
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	26	73		2								71
Queuing Penalty (veh)	101	279		0								18

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	719	348	390	542	260	125
Average Queue (ft)	312	250	217	126	78	56
95th Queue (ft)	750	352	379	446	271	100
Link Distance (ft)	697			1876		
Upstream Blk Time (%)	14					
Queuing Penalty (veh)	20					
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		8	5			
Queuing Penalty (veh)		34	20			

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	428	568	571	592	546	98	92	124	149
Average Queue (ft)	158	406	504	399	142	30	36	46	61
95th Queue (ft)	369	700	692	711	483	79	82	100	121
Link Distance (ft)		518	518	518	518	439	439	439	
Upstream Blk Time (%)		12	37	6	1				
Queuing Penalty (veh)		71	221	38	4				
Storage Bay Dist (ft)	350								250
Storage Blk Time (%)	0	2							
Queuing Penalty (veh)	0	3							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	L	T	T	T	R	L	T
Maximum Queue (ft)	410	439	544	464	365	132	228	306	427	370	75	83
Average Queue (ft)	395	433	512	178	94	44	131	152	245	179	26	24
95th Queue (ft)	448	450	553	442	252	99	208	250	370	363	64	59
Link Distance (ft)			439	439	439		484	484	484			1070
Upstream Blk Time (%)		25	52	1	0				0			
Queuing Penalty (veh)		0	266	7	0				0			
Storage Bay Dist (ft)	360	360				260				300	100	
Storage Blk Time (%)	37	66	18				0		2	0	0	0
Queuing Penalty (veh)	181	321	93				0		15	2	0	0

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	LT	R	R
Maximum Queue (ft)	64	179	150	149	169
Average Queue (ft)	21	94	77	61	73
95th Queue (ft)	52	159	132	118	136
Link Distance (ft)			783	783	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	300			300
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB	SB
Directions Served	T	T	T	T	L	T	T	T	L	LT	R	R
Maximum Queue (ft)	350	514	466	353	81	92	75	163	60	123	268	389
Average Queue (ft)	260	278	127	77	29	18	14	42	10	45	143	211
95th Queue (ft)	447	606	384	249	68	63	49	134	39	94	238	325
Link Distance (ft)		484	484	484		553	553	553		1817		
Upstream Blk Time (%)		7	1	0								
Queuing Penalty (veh)		40	3	0								
Storage Bay Dist (ft)	250				60				450		700	700
Storage Blk Time (%)	29	10		0	3	1						
Queuing Penalty (veh)	114	41		0	13	0						

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	375	602	150	102	89	267	358	456	364	211	264	71
Average Queue (ft)	278	361	19	15	12	112	150	260	123	89	161	28
95th Queue (ft)	411	597	80	57	51	198	288	402	285	186	244	57
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		6										
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	7	10						6				
Queuing Penalty (veh)	33	49						16				

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	L	T
Maximum Queue (ft)	121	123	138	39	91	225	248	93	232	157	116	102
Average Queue (ft)	49	41	59	4	30	98	124	29	112	77	46	39
95th Queue (ft)	105	97	116	20	74	183	211	66	194	134	92	86
Link Distance (ft)		1223	1223	1223		2376	2376			1887		1884
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	
Storage Blk Time (%)									0	0		
Queuing Penalty (veh)									0	1		

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	65	102	216	40	99	28	80	76	72	168	85	96
Average Queue (ft)	15	38	104	8	41	3	12	17	13	71	20	22
95th Queue (ft)	46	83	188	28	81	15	46	53	45	134	59	63
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	3	13	0									
Queuing Penalty (veh)	1	2	0									

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	21	2	35	63	57	65	55
Average Queue (ft)	2	0	7	20	23	23	16
95th Queue (ft)	11	1	23	50	49	51	45
Link Distance (ft)		1060		782		248	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	440		300		50		50
Storage Blk Time (%)				2	1	1	0
Queuing Penalty (veh)				1	0	0	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	31	33	28
Average Queue (ft)	3	10	3
95th Queue (ft)	18	31	18
Link Distance (ft)			603
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	8	65	32	45
Average Queue (ft)	0	23	6	11
95th Queue (ft)	3	56	19	29
Link Distance (ft)	760		496	496
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		300		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	82	96	21	31	71	84	70	42	21
Average Queue (ft)	13	20	1	2	19	9	8	8	2
95th Queue (ft)	47	64	9	16	52	44	40	29	10
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	103	86	110	72	136	212	34	119	131	97	82	102
Average Queue (ft)	41	25	45	22	68	106	5	46	59	41	35	35
95th Queue (ft)	78	65	88	56	118	177	22	91	109	84	71	72
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	34	79	105	110	120	116	156	86	24
Average Queue (ft)	4	33	40	52	44	45	76	39	1
95th Queue (ft)	20	66	82	93	89	92	131	74	11
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	116	163	155	34	103	154	121	199	178	31	113	129
Average Queue (ft)	44	69	41	4	38	65	53	86	63	6	19	27
95th Queue (ft)	92	131	98	21	87	123	100	170	138	23	65	81
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	56	153	157	80	152	186	43	70	56	52	33	56
Average Queue (ft)	14	78	57	28	76	98	6	19	11	9	2	10
95th Queue (ft)	45	137	118	64	130	163	25	53	36	37	17	38
Link Distance (ft)		1005	1005		577	577		804	804		683	683
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)					0							
Queuing Penalty (veh)					0							

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	188	98	137	71	200	176	68	107	56	42	66	111
Average Queue (ft)	79	32	55	26	89	71	18	48	13	10	16	30
95th Queue (ft)	158	77	106	60	152	134	51	96	42	33	51	83
Link Distance (ft)		577	577		873	873		442	442		1203	1203
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	59	54	35	85	200	169	38	75	60	160
Average Queue (ft)	15	12	4	22	104	68	4	24	12	57
95th Queue (ft)	45	40	20	57	171	142	21	62	42	129
Link Distance (ft)		705	705		560	560		500		1887
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)					2					0
Queuing Penalty (veh)					0					0

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	TR	L
Maximum Queue (ft)	53	35	24	36	29	8	34
Average Queue (ft)	13	9	3	9	1	0	4
95th Queue (ft)	42	32	17	32	12	4	21
Link Distance (ft)		204		1216		795	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	50		100		220		300
Storage Blk Time (%)	0	0					
Queuing Penalty (veh)	0	0					

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB
Directions Served	L	TR	LTR	L
Maximum Queue (ft)	29	31	35	41
Average Queue (ft)	4	7	8	3
95th Queue (ft)	20	28	31	21
Link Distance (ft)		1216	136	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	270			230
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	56	61	62	47	26	8	26	11	34	40
Average Queue (ft)	17	22	16	12	5	1	2	1	3	4
95th Queue (ft)	45	55	47	37	19	6	11	6	18	22
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	1	1								
Queuing Penalty (veh)	0	0								

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	L	T	T	R	L	T	TR
Maximum Queue (ft)	61	31	33	32	31	25	19	18	18	10
Average Queue (ft)	14	7	7	2	3	2	1	1	1	0
95th Queue (ft)	47	27	25	13	17	13	11	8	10	3
Link Distance (ft)	1243		136		405	405			714	714
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		160			130	80		
Storage Blk Time (%)	0									
Queuing Penalty (veh)	0									

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	114	123	66	133	117	37	71	117
Average Queue (ft)	43	44	14	45	47	10	11	30
95th Queue (ft)	91	92	41	105	100	32	42	78
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	33	46
Average Queue (ft)	1	17
95th Queue (ft)	14	44
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	184	100	58	42	24	45	45	31	25	51
Average Queue (ft)	71	29	16	11	3	4	7	2	1	8
95th Queue (ft)	140	84	45	36	15	23	29	14	11	31
Link Distance (ft)	1005		174			1028	1028			984
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	33	0	4	0		0				
Queuing Penalty (veh)	11	0	0	0		0				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	41	98	64	107	117	49	51	44	83	68	42	63
Average Queue (ft)	8	35	32	42	39	18	10	9	23	21	5	8
95th Queue (ft)	31	81	56	91	88	45	33	29	59	52	24	32
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 32: Nicollet Ave & Cobblestone Ct/Fairview Dr

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	94	65	93	105	77	18	96	161	48	57	55	12
Average Queue (ft)	39	15	36	42	26	2	16	47	13	8	8	1
95th Queue (ft)	78	48	77	88	61	10	55	116	37	33	31	6
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	2	0										
Queuing Penalty (veh)	0	0										

Intersection: 33: Burnhaven Dr & Executive Blvd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	31	30	46	23	30	6
Average Queue (ft)	6	3	16	3	3	0
95th Queue (ft)	26	18	40	16	18	4
Link Distance (ft)	292	292	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Buck Hill Road & Mall North

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	405	411
Average Queue (ft)	169	151
95th Queue (ft)	467	447
Link Distance (ft)	378	378
Upstream Blk Time (%)	33	21
Queuing Penalty (veh)	49	32
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	45	463	479
Average Queue (ft)	8	138	128
95th Queue (ft)	32	482	462
Link Distance (ft)	210	510	510
Upstream Blk Time (%)		16	12
Queuing Penalty (veh)		24	18
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB
Directions Served	L	R	LT	T
Maximum Queue (ft)	31	31	471	437
Average Queue (ft)	5	5	57	48
95th Queue (ft)	22	22	287	260
Link Distance (ft)	375	375	1203	1203
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	59	347	318	252	43	187	196	214	238	56	110	96
Average Queue (ft)	15	190	165	103	9	88	64	90	106	12	39	38
95th Queue (ft)	46	310	278	220	28	163	156	187	206	35	87	82
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		1		0								
Queuing Penalty (veh)		0		0								

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	28	92	114	20
Average Queue (ft)	6	35	35	4
95th Queue (ft)	21	76	87	17
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	74	79	65	57	93	71	106	81
Average Queue (ft)	18	14	15	16	15	14	38	27
95th Queue (ft)	55	49	49	46	56	49	82	68
Link Distance (ft)	1115	1115			1411	1411	660	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			310	320				350
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	90	96	92	63	5	53	74	107	149	5	294	59
Average Queue (ft)	28	20	32	6	0	8	11	16	37	0	168	15
95th Queue (ft)	72	60	76	31	3	31	42	59	109	3	271	44
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											2	
Queuing Penalty (veh)											1	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	58	59	30	80
Average Queue (ft)	21	7	4	28
95th Queue (ft)	49	33	19	61
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 3174

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	133.0	123.6	146.2	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.6	1.5
Total Del/Veh (s)	314.8	369.4	288.7	47.1	24.5	11.9	76.3	70.2	98.5	198.5	55.9	15.0

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	44.5
Total Del/Veh (s)	144.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.1	0.1
Total Del/Veh (s)	225.0	243.0	127.6	65.4	23.1	10.6	48.4	41.8	28.5	82.0	55.7	38.5

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	109.0

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	8.1	4.5	4.6	0.0	0.0	0.0	0.5	0.0	0.5	2.5	1.6	1.0
Total Del/Veh (s)	241.1	258.0	148.7	76.9	24.2	11.4	92.1	55.9	57.0	94.6	51.5	40.3

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	99.4

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.2	0.1
Total Del/Veh (s)	108.3	156.0	97.6	68.4	5.2	5.6	45.2	22.8	62.0

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.9	0.0	0.0	0.0	0.0	0.2	0.7	1.1	0.3	0.0	0.1
Total Del/Veh (s)	147.9	154.2	30.9	67.2	26.6	10.3	63.1	70.4	67.7	70.4	45.4	28.1

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	66.5

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	2.7	2.6	0.0	0.0	0.1	0.0	29.0	29.9	29.5	9.3
Total Del/Veh (s)	141.4	30.3	52.7	12.8	70.2	56.0	86.5	66.9	50.5	70.2

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.1	46.9	9.7	13.8	29.0

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	3.9	0.4	4.0	0.6	0.4	0.6
Total Del/Veh (s)	159.9	83.7	35.0	86.0	54.2	20.6	68.3	69.5	28.5	45.9	46.4	26.6

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	63.3

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	387.1	394.0	103.3
Total Del/Veh (s)	42.1	6.8	75.7	56.5	136.8	246.4	85.4

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	44.7	60.3	0.9	3.5	15.3
Total Del/Veh (s)	30.0	5.4	92.1	96.3	56.3	16.5	41.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.7	0.1	0.0	1.4	0.3	1.3	1.4	0.2	1.5	1.0	0.2	1.0
Total Del/Veh (s)	74.1	32.9	5.9	61.4	20.4	6.8	51.9	49.3	6.1	52.0	52.2	4.2

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	30.8

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.2	0.6	0.7	0.0	0.0	0.1	0.0	0.0	72.3	68.5	66.0
Total Del/Veh (s)	54.9	57.6	38.5	106.0	94.6	27.1	32.7	46.7	15.9	55.5	39.3	17.4

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	28.9
Total Del/Veh (s)	48.0

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	4.0
Total Del/Veh (s)	5.8	1.6	1.7	13.3	16.1	4.2	105.0	18.8	18.1	58.5	57.6	42.6

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.5

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.2	10.3	8.2	45.5	0.4	5.4	6.7

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.0	9.3	2.4	67.7	5.7	4.8

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.1	0.0	0.0	0.1
Total Del/Veh (s)	10.9	2.0	13.6	5.9	26.2	4.8	8.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	3.0	0.4	0.5
Total Del/Veh (s)	33.7	21.7	18.2	23.3	34.5	29.6	29.3	42.9	27.9	33.4	34.8	25.5

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	30.6

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.3	0.2	0.1	0.3	0.1	0.1	0.3
Total Del/Veh (s)	12.2	15.7	14.2	12.4	5.6	1.9	25.4	12.2	18.0	3.9	11.9

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.2	0.4	0.2	0.0	0.0	2.8	0.3	0.3	0.3	0.0	0.0
Total Del/Veh (s)	30.9	26.2	17.9	34.7	21.8	12.4	18.6	11.9	6.5	17.0	23.0	19.6

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	19.6

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.3	0.0	0.0	3.6	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	20.1	24.0	14.1	24.6	24.5	14.5	13.3	13.5	6.5	13.3	10.5	7.4

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	16.8

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.0	3.4	0.2	0.2	3.4	0.2	0.2	0.1	0.0	0.0
Total Del/Veh (s)	42.0	28.4	22.0	38.7	29.7	16.1	42.4	17.3	6.9	36.5	15.6	12.6

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	23.9

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.2	0.2	3.5	0.1	0.1	4.1	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	14.2	8.8	4.7	13.2	9.7	4.1	18.7	15.0	5.7	20.8	9.9	9.4

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	10.4

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.4	0.3	1.8	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	10.8	4.4	9.6	9.8	4.6	4.8	1.7	1.4	3.5	1.0	0.8

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	3.8

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.4	9.1	4.5	8.1	9.4	5.0	4.4	1.4	1.1	4.3	1.0	1.0

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.1	0.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.0
Total Del/Veh (s)	22.5	30.3	15.9	34.8	22.7	11.2	12.6	6.9	5.1	35.8	17.8	5.3

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	16.6

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	1.8	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.6	19.4	7.0	22.0	20.4	3.9	12.3	8.7	5.4	9.9	8.3	3.7

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.2

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	6.1	7.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	36.5	37.5	36.5	29.1	18.6	18.2	19.6	25.0	22.2	17.5	15.4	13.7

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	21.6

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.5	1.4	1.3	9.7	1.7	6.7	2.6

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.6	0.4	0.5	3.8	0.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.9	17.9	5.9	18.6	17.3	4.4	10.3	7.3	2.3	10.3	7.6	7.0

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	9.4

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.3	0.2	3.7	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.0	22.7	6.0	17.8	17.6	4.4	11.3	6.2	5.3	13.0	11.8	7.6

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	10.5

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.7	0.8	3.7	0.7	0.8	0.0	0.0	0.0	0.4	0.0	0.5
Total Del/Veh (s)	27.7	32.8	10.8	20.9	33.3	7.4	16.5	8.9	9.7	10.8	11.2	4.3

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	13.9

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.7	0.0	0.0
Total Del/Veh (s)	8.1	11.3	2.9	7.4	8.9	3.3	4.5	1.5	1.8	3.6	0.6	0.3

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.5

34: Buck Hill Road & Mall North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	5.1	4.9	0.7	2.0	2.1	2.4

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.2	4.8	5.5	0.8	0.6	0.5	1.1

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.4	5.2	7.8	2.5	0.7	0.7	2.3

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	66.6	73.0	82.3	0.0	0.0	0.0	4.0	0.3	4.0	4.0	0.2	3.8
Total Del/Veh (s)	150.1	128.3	64.9	77.3	12.7	10.4	65.7	66.6	26.2	87.1	68.2	9.2

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	31.6
Total Del/Veh (s)	62.5

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	5.1	5.5	7.4	20.9	7.0

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	25.4	26.9	35.3	3.7	0.1	3.7
Total Del/Veh (s)	70.8	9.0	3.0	74.9	26.0	16.7	176.8	95.0	48.4	60.9	56.4	47.0

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	2.2
Total Del/Veh (s)	28.0

Total Network Performance

Denied Del/Veh (s)	57.3
Total Del/Veh (s)	235.4

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	205	450	2544	2556	2541	450	164	162	300	328	338	182
Average Queue (ft)	81	240	1332	1331	1328	158	75	84	141	167	178	28
95th Queue (ft)	186	509	3044	3046	3048	474	138	149	248	274	284	113
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)			21	20	23							
Queuing Penalty (veh)			118	114	128							
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)			55		54				0		1	
Queuing Penalty (veh)			180		194				0		1	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	242	254	757	766	330	337	398	517	496	291
Average Queue (ft)	129	138	222	293	133	185	216	275	213	122
95th Queue (ft)	223	241	682	812	361	352	409	519	387	262
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)			1	4				16	0	
Queuing Penalty (veh)			5	19				90	1	
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)	1	1	0	3	17	18	24	7	0	0
Queuing Penalty (veh)	2	2	1	7	34	47	62	21	1	1

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	430	1260	1271	1320	430	231	434	454	479	334	64	71
Average Queue (ft)	165	763	765	801	78	97	227	249	283	19	20	23
95th Queue (ft)	458	1688	1692	1753	349	185	399	416	455	127	54	59
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)		28	26	43								
Queuing Penalty (veh)		199	184	309								
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)		59		59			2		8		0	0
Queuing Penalty (veh)		47		27			2		6		0	0

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	59	194	257
Average Queue (ft)	17	76	111
95th Queue (ft)	43	151	204
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		12	16
Queuing Penalty (veh)		18	12

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	450	1052	1066	1059	360	354	335	336	390	265	159	181
Average Queue (ft)	228	764	768	769	157	189	183	200	226	101	82	102
95th Queue (ft)	536	1410	1408	1404	443	328	282	298	343	236	143	162
Link Distance (ft)		1021	1021	1021			741	741	741			
Upstream Blk Time (%)		36	29	31								
Queuing Penalty (veh)		247	203	212								
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)	0	67		66			0		26	0		0
Queuing Penalty (veh)	3	104		66			0		70	1		0

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	272	331	299	194	229	289	281
Average Queue (ft)	102	85	110	96	128	137	161
95th Queue (ft)	202	238	238	183	223	291	256
Link Distance (ft)	981	981				384	384
Upstream Blk Time (%)						4	
Queuing Penalty (veh)						11	
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)	0	4	1	10	14	5	
Queuing Penalty (veh)	0	6	1	14	20	12	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	R	R
Maximum Queue (ft)	520	776	802	787	123	60	7	37	136	140
Average Queue (ft)	212	571	570	568	45	2	0	3	57	70
95th Queue (ft)	596	1076	1081	1083	116	38	5	17	117	124
Link Distance (ft)		741	741	741		554	554	554	152	260
Upstream Blk Time (%)		34	22	20					4	
Queuing Penalty (veh)		254	161	152					0	
Storage Bay Dist (ft)	400				300					
Storage Blk Time (%)		72								
Queuing Penalty (veh)		72								

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	R	L
Maximum Queue (ft)	440	601	608	619	360	151	176	406	415	467	323	123
Average Queue (ft)	223	528	522	518	94	82	101	242	253	276	89	40
95th Queue (ft)	560	693	709	743	347	138	156	346	357	396	296	90
Link Distance (ft)		554	554	554				838	838	838		166
Upstream Blk Time (%)		67	42	37								0
Queuing Penalty (veh)		443	281	246								0
Storage Bay Dist (ft)	340				260	450	450				225	
Storage Blk Time (%)		83		47				0		18	0	
Queuing Penalty (veh)		83		26				0		82	0	

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	L	LT	T	R
Maximum Queue (ft)	148	190	157	270	365	255	162
Average Queue (ft)	55	122	50	172	186	72	71
95th Queue (ft)	119	200	142	268	304	164	133
Link Distance (ft)	166	166	166		405	405	
Upstream Blk Time (%)	0	7	0		0	0	
Queuing Penalty (veh)	0	0	0		1	0	
Storage Bay Dist (ft)				170			210
Storage Blk Time (%)				19	16	0	0
Queuing Penalty (veh)				44	29	0	0

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	300	887	886	873	400	131	135	234	274	315	194	275
Average Queue (ft)	292	799	717	641	128	52	65	133	142	196	93	157
95th Queue (ft)	343	1066	1069	1058	431	106	119	218	248	305	167	248
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)		37	8	3								
Queuing Penalty (veh)		287	61	26								
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	49	80		36								2
Queuing Penalty (veh)	280	454		40								2

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	201	350	400	1598	664	324
Average Queue (ft)	104	322	354	521	279	180
95th Queue (ft)	174	391	451	1342	647	274
Link Distance (ft)	697			1876		
Upstream Blk Time (%)				2		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		18	21	1		
Queuing Penalty (veh)		147	177	12		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	450	573	569	572	560	241	225	288	264
Average Queue (ft)	218	378	517	454	395	132	118	156	148
95th Queue (ft)	418	643	618	681	687	224	202	243	231
Link Distance (ft)		518	518	518	518	439	439	439	
Upstream Blk Time (%)		4	19	8	3			0	
Queuing Penalty (veh)		37	161	64	24			0	
Storage Bay Dist (ft)	350								250
Storage Blk Time (%)	0	1						0	0
Queuing Penalty (veh)	0	3						3	3

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	378	439	553	551	547	275	310	524	564	569	400	114
Average Queue (ft)	219	425	520	511	498	98	70	345	386	542	326	48
95th Queue (ft)	377	525	541	569	585	314	236	553	599	557	569	95
Link Distance (ft)			439	439	439			484	484	484		
Upstream Blk Time (%)		2	60	51	46			1	4	47		
Queuing Penalty (veh)		0	553	473	429			9	31	382		
Storage Bay Dist (ft)	360	360				175	260				300	100
Storage Blk Time (%)	1	6	72		52			17		56		2
Queuing Penalty (veh)	11	47	296		36			8		214		2

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	LT	R	R
Maximum Queue (ft)	113	104	369	369	307	318
Average Queue (ft)	23	44	209	230	157	177
95th Queue (ft)	72	86	317	348	255	275
Link Distance (ft)	1070			783	783	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	300			300
Storage Blk Time (%)	0	1	1	3	0	0
Queuing Penalty (veh)	1	1	2	8	1	1

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	T	T	T	L	LT	R
Maximum Queue (ft)	350	528	514	530	331	160	569	587	594	484	1871	800
Average Queue (ft)	333	419	335	269	39	93	283	349	563	60	1706	791
95th Queue (ft)	390	606	546	496	200	188	509	614	631	268	2357	856
Link Distance (ft)		484	484	484			553	553	553		1817	
Upstream Blk Time (%)		9	2	1			0	2	24		52	
Queuing Penalty (veh)		84	16	7			1	7	116		0	
Storage Bay Dist (ft)	250				300	60				450		700
Storage Blk Time (%)	50	21		2		24	23			0	1	16
Queuing Penalty (veh)	322	134		8		107	23			0	10	40

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	750
Average Queue (ft)	743
95th Queue (ft)	786
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	66
Queuing Penalty (veh)	162

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	284	612	220	220	195	906	962	1000	400	191	253	160
Average Queue (ft)	107	162	46	55	29	412	561	684	269	76	141	60
95th Queue (ft)	203	412	166	167	117	846	1061	1169	530	157	220	120
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		1	0		0	0	2	14				
Queuing Penalty (veh)		8	2		0	0	6	57				
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	1	1						60	0		0	
Queuing Penalty (veh)	4	4						125	0		1	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	338	604	599	89	160	304	348	75	197	157	142	262
Average Queue (ft)	77	320	328	22	73	172	203	20	102	77	22	130
95th Queue (ft)	222	553	561	58	133	276	311	50	177	136	86	211
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)		7				0	1		0	0		4
Queuing Penalty (veh)		5				0	1		0	0		11

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	299	108
Average Queue (ft)	135	4
95th Queue (ft)	230	57
Link Distance (ft)	1884	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	3	
Queuing Penalty (veh)	9	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	99	262	319	816	650	220	333	363	300	370	489	403
Average Queue (ft)	36	105	235	207	206	47	167	170	106	291	303	172
95th Queue (ft)	89	211	355	805	685	146	308	312	227	463	581	371
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)		1		10	5						24	1
Queuing Penalty (veh)		0		41	23						0	0
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	10	38	22				17	2		21	14	
Queuing Penalty (veh)	14	15	11				10	8		68	75	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	33	11	10	192	333	329	234	112	130	82
Average Queue (ft)	8	0	1	35	49	43	54	41	40	25
95th Queue (ft)	26	8	5	155	294	275	168	95	113	68
Link Distance (ft)		1060	1060		541	541	782		248	
Upstream Blk Time (%)					5	4			1	
Queuing Penalty (veh)					22	17			0	
Storage Bay Dist (ft)	440			300				50		50
Storage Blk Time (%)					8		26	4	9	6
Queuing Penalty (veh)					7		25	2	2	2

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	WB	WB	B42	B42	NB	NB
Directions Served	TR	L	T	T	T	T	L	R
Maximum Queue (ft)	18	86	182	146	154	159	139	124
Average Queue (ft)	1	21	25	22	30	29	53	31
95th Queue (ft)	9	84	190	176	266	266	110	107
Link Distance (ft)	541		376	376	760	760		603
Upstream Blk Time (%)			5	3	1	1		
Queuing Penalty (veh)			19	13	6	4		
Storage Bay Dist (ft)		150					100	
Storage Blk Time (%)			5				5	0
Queuing Penalty (veh)			2				2	0

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	TR	L	T	T	L	R
Maximum Queue (ft)	4	33	169	91	88	99	92
Average Queue (ft)	0	2	57	9	7	33	30
95th Queue (ft)	3	13	133	106	89	86	67
Link Distance (ft)	760	760		670	670	496	496
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300				
Storage Blk Time (%)				1			
Queuing Penalty (veh)				1			

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	193	199	51	119	112	206	188	106	131
Average Queue (ft)	82	92	14	44	57	77	67	45	47
95th Queue (ft)	158	167	43	87	94	160	143	88	94
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)						0			
Queuing Penalty (veh)						0			

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	276	268	281	133	356	346	91	152	185	279	284	345
Average Queue (ft)	129	120	136	35	211	223	34	74	95	140	100	173
95th Queue (ft)	232	206	225	88	323	328	72	132	157	234	196	303
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)	1	0			2						0	
Queuing Penalty (veh)	3	0			1						0	

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	241	251	129	156	146	135	132	35
Average Queue (ft)	4	109	131	56	68	53	67	70	8
95th Queue (ft)	21	196	224	99	124	112	121	119	31
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	119	231	328	90	110	143	150	171	162	130	298	306
Average Queue (ft)	46	90	138	37	39	63	58	87	76	31	150	155
95th Queue (ft)	91	179	253	75	88	122	108	157	144	89	276	286
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)		0						0			2	
Queuing Penalty (veh)		0						0			1	

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	49	147	165	106	150	205	60	142	127	99	110	114
Average Queue (ft)	21	61	73	42	64	92	18	57	41	41	43	59
95th Queue (ft)	46	114	132	85	119	162	50	109	89	86	87	102
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)					0							
Queuing Penalty (veh)					0							

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	137	157	194	96	146	149	86	174	138	157	172	197
Average Queue (ft)	61	88	104	31	74	70	30	87	42	80	79	104
95th Queue (ft)	117	144	171	71	130	129	69	145	97	137	150	175
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	104	130	107	82	131	93	51	109	104	148
Average Queue (ft)	36	68	42	32	50	37	13	39	44	68
95th Queue (ft)	79	108	80	67	92	71	40	74	92	128
Link Distance (ft)		705	705		560	560		500		1886
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)	0	0			0					0
Queuing Penalty (veh)	0	0			0					0

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	59	84	74	62	49	9	44	24
Average Queue (ft)	31	42	24	28	17	0	5	1
95th Queue (ft)	54	68	54	53	47	3	26	9
Link Distance (ft)		204		1216		795		496
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		100		220		300	
Storage Blk Time (%)	1	2	0					
Queuing Penalty (veh)	2	2	0					

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	52	56	87	56	11	44	9
Average Queue (ft)	20	29	43	9	0	7	0
95th Queue (ft)	45	49	72	36	3	31	5
Link Distance (ft)		1216	136		714		650
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	270			230		120	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	102	204	127	177	150	103	89	105	209	150
Average Queue (ft)	26	77	54	58	56	20	22	37	59	50
95th Queue (ft)	70	148	104	147	115	66	61	95	188	104
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	1	14	4	1	2	0		0	4	
Queuing Penalty (veh)	1	6	5	2	2	0		0	2	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	125	138	122	47	109	77	100	66	40	131	90
Average Queue (ft)	50	60	57	12	45	20	32	19	11	46	32
95th Queue (ft)	100	104	101	34	88	53	73	45	33	98	70
Link Distance (ft)	1243		136	136		405	405			714	714
Upstream Blk Time (%)			0								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	1	0			0		0		0	2	
Queuing Penalty (veh)	3	0			0		0		0	1	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	281	201	102	433	494	101	223	269
Average Queue (ft)	117	69	13	113	132	35	83	104
95th Queue (ft)	250	151	86	423	436	72	189	214
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)	4							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)				3				
Queuing Penalty (veh)				1				

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	45	100
Average Queue (ft)	9	45
95th Queue (ft)	34	79
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	142	100	104	96	79	87	84	79	99	136
Average Queue (ft)	62	22	42	40	29	30	30	23	37	50
95th Queue (ft)	110	67	80	77	66	69	70	60	85	109
Link Distance (ft)	999		168			1172	1172		981	981
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50		50	100			280		
Storage Blk Time (%)	19	0	9	2	0	0				
Queuing Penalty (veh)	10	1	10	1	0	0				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	69	89	90	140	103	58	73	78	99	76	134	120
Average Queue (ft)	24	39	46	69	41	26	20	23	33	20	36	44
95th Queue (ft)	56	76	76	117	82	53	51	57	77	51	88	100
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)							0	0				
Queuing Penalty (veh)							0	0				

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	170	236	104	128	87	80	92	134	41	144	154	45
Average Queue (ft)	100	77	50	56	35	28	21	33	13	68	69	15
95th Queue (ft)	162	155	93	101	67	66	65	93	37	125	132	40
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	24	2								1		
Queuing Penalty (veh)	36	5								0		

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	34	28	30	26	30	44
Average Queue (ft)	13	8	9	6	3	3
95th Queue (ft)	37	28	30	21	19	21
Link Distance (ft)	289	289	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 34: Buck Hill Road & Mall North

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	67	69	94	4
Average Queue (ft)	30	35	15	0
95th Queue (ft)	57	63	56	3
Link Distance (ft)	132	132	378	697
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	50	51	74	11	4
Average Queue (ft)	15	13	16	0	0
95th Queue (ft)	42	39	54	8	3
Link Distance (ft)	210	210	510	378	378
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB
Directions Served	L	R	LT	T
Maximum Queue (ft)	61	66	100	16
Average Queue (ft)	28	29	21	0
95th Queue (ft)	55	54	68	0
Link Distance (ft)	375	375	1204	1204
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	305	1293	1274	1290	420	225	253	254	270	56	97	113
Average Queue (ft)	39	493	467	446	51	94	61	83	105	11	36	42
95th Queue (ft)	198	1308	1292	1290	262	177	157	187	221	34	81	93
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)		22	19	22								
Queuing Penalty (veh)		0	0	0								
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		31		31					0			
Queuing Penalty (veh)		6		17					0			

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	29	120	82	28
Average Queue (ft)	8	45	34	4
95th Queue (ft)	23	95	75	17
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	132	117	89	158	139	117
Average Queue (ft)	41	45	18	54	45	46
95th Queue (ft)	101	99	56	122	103	90
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	109	286	328	227	28	48	408	576	596	209	347	792
Average Queue (ft)	31	95	112	55	2	8	83	134	184	33	228	199
95th Queue (ft)	81	245	274	176	14	33	304	481	559	235	374	753
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)												7
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)							0		10		27	0
Queuing Penalty (veh)							0		7		16	0

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	123	42	110	122
Average Queue (ft)	22	8	8	39
95th Queue (ft)	77	30	57	101
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)			0	1
Queuing Penalty (veh)			0	0

Network Summary

Network wide Queuing Penalty: 10765

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	229.4	224.2	216.9	0.0	0.0	0.0	0.8	0.1	0.9	0.5	0.3	0.0
Total Del/Veh (s)	198.0	212.4	76.7	65.7	31.9	5.5	65.4	64.2	29.1	167.9	60.8	6.7

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	87.2
Total Del/Veh (s)	96.0

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	5.5	6.1	8.2	115.1	149.8	142.8
Total Del/Veh (s)	262.8	211.0	84.1	49.7	7.9	5.8	123.7	119.6	178.7	330.8	170.0	154.5

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	10.2
Total Del/Veh (s)	108.0

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	36.5	30.4	15.4	0.0	0.0	0.0	1.2	2.2	4.5	63.3	50.7	44.9
Total Del/Veh (s)	235.2	242.4	109.3	84.1	36.0	17.2	72.3	57.8	117.6	179.5	68.1	51.2

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	18.2
Total Del/Veh (s)	110.0

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	229.6	0.2	9.6
Total Del/Veh (s)	96.7	128.3	19.7	72.2	4.7	4.9	133.9	33.0	57.3

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	9.8	5.4	0.0	0.0	0.0	0.0	18.7	20.9	24.3	2.0	0.7	1.2
Total Del/Veh (s)	125.4	143.0	36.2	70.3	47.2	22.6	81.0	95.5	64.9	57.5	50.0	26.1

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	3.9
Total Del/Veh (s)	74.1

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1.3	1.9	0.0	0.0	206.2	247.1	92.6	94.3	94.5	47.7
Total Del/Veh (s)	87.2	14.4	110.0	10.9	247.8	235.2	127.1	94.4	68.6	80.9

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	55.2	26.1	10.2	14.6	22.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.3	4.0	0.7	0.2	0.8
Total Del/Veh (s)	306.4	32.5	5.8	105.7	47.2	18.4	65.1	62.2	26.9	55.6	60.7	29.3

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	56.7

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	115.8	115.6	25.9
Total Del/Veh (s)	35.6	6.5	37.9	42.5	113.2	209.1	70.3

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	327.4	323.7	1.2	0.9	3.3	120.9
Total Del/Veh (s)	39.3	4.4	143.5	212.2	60.7	59.0	17.7	64.3

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.0	0.0	207.9	205.2	211.5	2.8	1.5	3.3	1.0	0.1	1.2
Total Del/Veh (s)	311.4	12.3	1.8	136.1	148.8	150.7	145.9	75.5	22.2	58.7	71.7	19.7

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	91.1
Total Del/Veh (s)	81.7

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	28.0	26.3	34.0	0.4	0.0	0.2	0.2	0.0	0.0	13.6	11.9	9.9
Total Del/Veh (s)	88.9	83.1	69.3	131.3	87.7	9.5	17.9	29.0	11.5	29.0	28.1	9.2

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	7.3
Total Del/Veh (s)	37.7

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.2
Total Del/Veh (s)	5.4	5.9	17.3	48.0	5.1	0.7	59.5	5.0	14.6	50.7	71.7	17.9

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	10.9

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.3	6.1	0.4	23.7	0.3	5.1	2.8

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.0	9.8	0.5	57.4	5.2	4.5

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	2.8	0.6	0.0	0.0	0.6
Total Del/Veh (s)	11.8	2.4	12.0	4.8	25.8	4.0	8.7

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.3	0.3	0.0	0.0	0.0	0.2	0.0	0.0	3.3	0.3	0.3
Total Del/Veh (s)	21.1	17.1	9.8	19.7	26.0	19.5	21.3	30.0	16.9	24.2	23.9	13.3

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	21.2

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	8.6	9.3	8.0	7.7	3.8	1.6	22.3	2.5	10.0	16.4	18.6	3.8

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.6

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.1	0.2	0.2	0.0	0.0	3.0	0.3	0.2	0.1	0.0	0.0
Total Del/Veh (s)	25.0	19.5	5.7	24.1	19.1	7.6	10.5	6.8	2.3	11.0	10.8	9.1

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	10.7

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.0	0.0	3.5	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	25.3	26.5	9.0	24.6	25.5	11.1	9.6	9.0	3.8	9.8	6.3	3.7

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	13.0

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	3.5	0.2	0.2	3.2	0.3	0.2	0.1	0.0	0.0
Total Del/Veh (s)	41.0	28.8	17.9	39.2	29.6	16.5	40.9	17.9	5.7	39.1	15.1	11.8

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	22.2

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.1	0.1	3.5	0.1	0.1	3.8	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	12.8	7.7	3.2	11.8	8.4	3.5	13.0	9.9	3.6	15.5	7.9	7.5

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	8.4

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	47.6	77.2	54.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	23.6	15.0	25.6	41.2	10.7	4.7	6.2	2.0	2.0	3.4	9.3	3.0

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	14.8
Total Del/Veh (s)	11.1

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.7	2.6	4.6	10.5	9.9	5.3	4.0	1.4	1.2	4.4	1.0	0.8

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	99.7	52.5	80.5	0.0	0.0	0.0	0.0	0.0	0.0	14.3	7.1	11.1
Total Del/Veh (s)	54.3	80.6	73.2	209.2	73.5	108.4	17.3	7.9	7.3	116.8	113.2	18.8

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	14.8
Total Del/Veh (s)	59.6

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.3	2.1	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.7	18.1	7.8	20.2	19.3	3.1	13.9	6.2	5.8	10.5	11.0	6.1

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	10.2

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Total Del/Veh (s)	21.0	17.4	9.3	17.9	17.7	9.9	11.1	9.8	5.5	13.7	9.6	9.2

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	10.9

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	1.8	1.5	1.4	12.9	1.7	9.0	3.3

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.9	0.7	0.7	3.6	0.5	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.1	20.1	6.1	17.7	16.7	5.3	11.7	12.3	5.9	13.6	8.0	8.2

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	11.3

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.3	0.2	4.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	24.5	17.7	5.0	25.8	17.6	3.5	8.6	3.2	2.8	9.1	6.5	4.4

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	7.8

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	1.2	0.6	4.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	23.4	32.9	7.7	24.2	26.8	5.7	13.9	7.4	8.3	9.0	9.2	3.5

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	10.4

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.5	0.0	0.0
Total Del/Veh (s)	8.8	9.8	4.2	8.5	10.8	2.8	4.9	1.4	1.4	3.3	0.6	0.6

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.4

34: Buck Hill Road & Mall North Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	905.4	815.0	14.0	3.5	0.0	0.0	93.2
Total Del/Veh (s)	545.0	5.3	153.0	92.5	2.4	2.7	54.2

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	432.7	367.1	0.0	0.0	0.0	0.0	42.0
Total Del/Veh (s)	570.9	26.1	141.7	103.6	0.8	0.8	71.9

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	172.0	150.8	0.0	0.0	0.0	0.0	23.8
Total Del/Veh (s)	360.3	11.0	123.2	89.7	0.9	0.8	67.2

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	2.3	2.1

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	196.7	203.1	230.0	3.5	0.6	3.4
Total Del/Veh (s)	32.8	6.6	1.6	84.2	184.8	332.3	474.2	197.9	241.3	69.3	69.6	104.3

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	17.2
Total Del/Veh (s)	114.3

Total Network Performance

Denied Del/Veh (s)	104.3
Total Del/Veh (s)	239.7

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	213	450	1271	1265	1264	450	132	142	258	286	304	76
Average Queue (ft)	68	185	706	669	603	97	63	71	162	191	202	10
95th Queue (ft)	183	431	1464	1442	1393	384	113	125	245	278	292	49
Link Distance (ft)			1250	1250	1250				1228	1228	1228	
Upstream Blk Time (%)			38	19	9							
Queuing Penalty (veh)			0	0	0							
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)		0	46		39						0	
Queuing Penalty (veh)		0	118		81						1	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	244	275	331	361	210	346	391	483	455	194
Average Queue (ft)	129	155	142	168	28	185	214	210	134	63
95th Queue (ft)	222	257	282	281	145	356	408	506	303	148
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)								14	0	
Queuing Penalty (veh)								54	2	
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)	1	1	0	2	0	17	22	2	0	
Queuing Penalty (veh)	2	3	1	1	0	21	28	6	0	

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	430	1252	1264	1298	430	231	126	164	188	33	136	637
Average Queue (ft)	134	657	652	658	69	128	24	39	58	3	23	235
95th Queue (ft)	381	1605	1615	1637	326	218	79	109	141	18	69	643
Link Distance (ft)		1228	1228	1228			1032	1032	1032			1255
Upstream Blk Time (%)		31	22	23								
Queuing Penalty (veh)		196	141	147								
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)		53		43							0	10
Queuing Penalty (veh)		67		13							0	17

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	200	200	791
Average Queue (ft)	101	146	364
95th Queue (ft)	205	232	822
Link Distance (ft)			782
Upstream Blk Time (%)			13
Queuing Penalty (veh)			21
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	38	58	12
Queuing Penalty (veh)	34	88	15

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	450	1059	1068	1075	360	466	467	460	419	265	197	248
Average Queue (ft)	268	756	730	698	141	275	213	209	211	126	97	121
95th Queue (ft)	561	1335	1313	1309	400	483	476	409	384	281	174	204
Link Distance (ft)		1032	1032	1032			741	741	741			
Upstream Blk Time (%)		45	17	17			0	0				
Queuing Penalty (veh)		292	112	113			3	0				
Storage Bay Dist (ft)	350				260	440				165	215	215
Storage Blk Time (%)	1	65		56		5	0		31	4	0	0
Queuing Penalty (veh)	8	204		57		27	1		109	18	0	1

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	TR
Maximum Queue (ft)	654	669	357	200	250	407	406
Average Queue (ft)	183	199	143	175	222	299	226
95th Queue (ft)	498	569	330	231	291	481	379
Link Distance (ft)	984	984				384	384
Upstream Blk Time (%)	0	0				36	4
Queuing Penalty (veh)	0	0				107	10
Storage Bay Dist (ft)			265	150	150		
Storage Blk Time (%)	1	9	11	55	61	10	
Queuing Penalty (veh)	2	18	16	81	89	38	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	T	R	L	T	T	T	R	R	R
Maximum Queue (ft)	520	775	781	797	364	137	35	28	16	25	177	155
Average Queue (ft)	208	585	562	480	80	59	3	2	1	2	134	74
95th Queue (ft)	595	1023	1023	969	364	119	40	26	7	13	203	136
Link Distance (ft)		741	741	741			554	554	554		140	246
Upstream Blk Time (%)		39	19	8							70	
Queuing Penalty (veh)		286	137	56							0	
Storage Bay Dist (ft)	400				350	300				250		
Storage Blk Time (%)	0	68		25								
Queuing Penalty (veh)	3	69		19								

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	T	T	T	R	L	L	T	T	T	R	L
Maximum Queue (ft)	440	608	606	619	360	176	336	558	728	810	325	166
Average Queue (ft)	342	574	560	561	44	97	132	350	393	511	253	81
95th Queue (ft)	624	614	631	687	231	161	263	520	632	791	451	152
Link Distance (ft)		554	554	554				838	838	838		166
Upstream Blk Time (%)		69	37	33					0	0		1
Queuing Penalty (veh)		486	259	232					0	2		0
Storage Bay Dist (ft)	340				260	450	450				225	
Storage Blk Time (%)	1	89		51				2		40	0	
Queuing Penalty (veh)	9	193		15				5		242	3	

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	TR	R	L	LT	T	R
Maximum Queue (ft)	197	198	178	270	392	280	217
Average Queue (ft)	149	154	79	210	234	146	96
95th Queue (ft)	216	219	186	286	330	241	174
Link Distance (ft)	166	166	166		405	405	
Upstream Blk Time (%)	24	33	3		1	0	
Queuing Penalty (veh)	0	0	0		2	0	
Storage Bay Dist (ft)				170			210
Storage Blk Time (%)				23	28	2	0
Queuing Penalty (veh)				88	74	3	0

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	L	R
Maximum Queue (ft)	300	872	866	866	333	278	312	349	316	334	350	713
Average Queue (ft)	295	777	674	542	28	143	159	94	78	133	262	611
95th Queue (ft)	317	1058	1042	1016	169	309	334	269	216	283	470	892
Link Distance (ft)		838	838	838				518	518	518		697
Upstream Blk Time (%)		19	3	1				0	0	0		54
Queuing Penalty (veh)		165	24	5				3	1	0		173
Storage Bay Dist (ft)	200				300	360	360				250	
Storage Blk Time (%)	51	61		5		1	2	1			12	78
Queuing Penalty (veh)	318	384		8		7	15	2			33	157

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	R	R
Maximum Queue (ft)	709	350	400	1910	750	367
Average Queue (ft)	378	337	383	883	407	238
95th Queue (ft)	775	377	441	1864	834	338
Link Distance (ft)	697			1876		
Upstream Blk Time (%)	7			6		
Queuing Penalty (veh)	21			0		
Storage Bay Dist (ft)		300	300		650	650
Storage Blk Time (%)		33	35	5		
Queuing Penalty (veh)		334	348	70		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	450	569	554	544	536	300	220	249	242
Average Queue (ft)	310	440	474	321	178	111	90	124	120
95th Queue (ft)	466	623	707	664	536	231	178	218	209
Link Distance (ft)		518	518	518	518	439	439	439	
Upstream Blk Time (%)		7	26	2	1	0			
Queuing Penalty (veh)		68	247	17	5	0			
Storage Bay Dist (ft)	350								250
Storage Blk Time (%)	2	6						0	0
Queuing Penalty (veh)	7	26						1	3

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	410	439	541	517	500	275	305	555	565	567	400	137
Average Queue (ft)	397	428	504	306	260	32	60	360	412	540	327	51
95th Queue (ft)	449	477	583	549	485	174	201	577	623	560	561	102
Link Distance (ft)			439	439	439			484	484	484		
Upstream Blk Time (%)		25	52	3	2			2	6	40		
Queuing Penalty (veh)		0	512	33	15			24	65	414		
Storage Bay Dist (ft)	360	360				175	260				300	100
Storage Blk Time (%)	52	67	22		15		0	18		48	0	3
Queuing Penalty (veh)	411	534	108		11		2	9		238	1	2

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	LT	R	R
Maximum Queue (ft)	117	88	367	382	248	236
Average Queue (ft)	26	36	189	213	127	132
95th Queue (ft)	76	74	300	330	216	216
Link Distance (ft)	1070			783	783	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100	300			300
Storage Blk Time (%)	0	0	0	2		
Queuing Penalty (veh)	0	0	1	5		

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	T	T	T	L	LT	R
Maximum Queue (ft)	350	508	485	450	394	151	583	580	601	358	1854	800
Average Queue (ft)	269	294	242	182	54	57	184	325	566	26	1347	738
95th Queue (ft)	399	519	435	340	194	128	448	614	628	156	2431	970
Link Distance (ft)		484	484	484			553	553	553		1817	
Upstream Blk Time (%)		3	0	0			0	1	18		31	
Queuing Penalty (veh)		32	1	1			2	9	130		0	
Storage Bay Dist (ft)	250				300	60				450		700
Storage Blk Time (%)	21	12		1	0	9	14				0	16
Queuing Penalty (veh)	125	73		6	0	60	16				2	21

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	750
Average Queue (ft)	710
95th Queue (ft)	850
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	50
Queuing Penalty (veh)	65

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	374	526	130	86	57	1012	1031	1025	400	303	364	143
Average Queue (ft)	294	314	20	18	8	640	936	994	332	140	199	62
95th Queue (ft)	427	458	81	59	33	1150	1161	1025	577	250	297	116
Link Distance (ft)		553	553	553	553	985	985	985			1162	
Upstream Blk Time (%)		0				0	7	36				
Queuing Penalty (veh)		0				1	38	202				
Storage Bay Dist (ft)	275								300	325		325
Storage Blk Time (%)	7	11						89			1	
Queuing Penalty (veh)	30	47						138			2	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	321	287	228	43	399	1192	1196	400	324	766	210	167
Average Queue (ft)	173	114	97	8	157	745	765	156	174	188	30	63
95th Queue (ft)	372	244	182	26	393	1512	1510	470	318	631	114	128
Link Distance (ft)		1223	1223	1223		1153	1153			1886		
Upstream Blk Time (%)						29	46					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)	6	0				29	59		21	1		0
Queuing Penalty (veh)	40	0				36	48		53	3		0

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	295	168
Average Queue (ft)	93	31
95th Queue (ft)	196	122
Link Distance (ft)	1884	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	2	2
Queuing Penalty (veh)	4	3

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	100	259	294	675	189	62	215	202	145	358	369	279
Average Queue (ft)	42	115	164	176	67	18	94	98	60	207	139	82
95th Queue (ft)	99	258	305	760	141	48	191	191	122	363	373	222
Link Distance (ft)		275		1060	1060		528	528			445	445
Upstream Blk Time (%)		12		6							7	0
Queuing Penalty (veh)		0		18							0	0
Storage Bay Dist (ft)	50		270			150			270	300		
Storage Blk Time (%)	18	43	17				4			4	7	
Queuing Penalty (veh)	22	22	8				2			9	31	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R
Maximum Queue (ft)	21	208	454	242	198	102	256	100	97	73
Average Queue (ft)	6	18	30	41	23	7	44	43	25	23
95th Queue (ft)	20	134	234	154	159	98	155	88	68	54
Link Distance (ft)		1060	1060		541	541	782		248	
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	440			300				50		50
Storage Blk Time (%)				2	1		14	4	9	3
Queuing Penalty (veh)				6	1		17	3	2	1

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	32	53	106	70
Average Queue (ft)	1	16	52	26
95th Queue (ft)	13	45	94	54
Link Distance (ft)	541			603
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	100	
Storage Blk Time (%)			2	
Queuing Penalty (veh)			1	

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	20	30	166	100	65
Average Queue (ft)	1	2	66	28	25
95th Queue (ft)	8	15	126	75	56
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	159	162	53	98	125	198	120	116	105
Average Queue (ft)	76	84	18	43	66	76	38	50	43
95th Queue (ft)	133	137	45	82	110	145	89	97	82
Link Distance (ft)	514	514						650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)						0			
Queuing Penalty (veh)						0			

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	207	181	171	103	223	243	62	93	135	148	154	222
Average Queue (ft)	105	89	91	37	108	130	17	43	64	64	59	104
95th Queue (ft)	179	152	160	77	182	208	46	82	114	120	120	192
Link Distance (ft)					2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	29	148	183	82	110	94	116	93	35
Average Queue (ft)	3	59	71	29	42	24	46	41	12
95th Queue (ft)	17	121	147	58	88	66	97	80	37
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	89	71	60	85	61	89	66	123	116	62	147	169
Average Queue (ft)	32	27	25	23	18	33	27	54	37	22	52	68
95th Queue (ft)	70	56	49	57	46	73	56	99	81	48	117	142
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	66	76	78	68	110	158	31	132	97	70	93	100
Average Queue (ft)	20	31	29	29	46	69	7	56	35	27	27	43
95th Queue (ft)	48	60	62	62	89	123	28	107	76	60	66	83
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	103	103	114	80	114	167	81	259	228	140	184	208
Average Queue (ft)	40	43	58	24	43	76	36	126	65	62	75	100
95th Queue (ft)	83	82	100	58	93	143	72	222	172	117	143	174
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)								1				
Queuing Penalty (veh)								0				

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	84	89	57	60	98	74	46	91	88	137
Average Queue (ft)	33	46	25	20	46	31	12	35	28	48
95th Queue (ft)	67	78	53	50	83	64	37	73	67	102
Link Distance (ft)		705	705		560	560		500		1886
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150			150			200		200	
Storage Blk Time (%)										0
Queuing Penalty (veh)										0

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	TR
Maximum Queue (ft)	86	177	52	50	74	35	155	112
Average Queue (ft)	35	74	16	24	29	4	18	8
95th Queue (ft)	70	167	46	49	64	22	113	76
Link Distance (ft)		204		1216			496	496
Upstream Blk Time (%)		11						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	50		100		220	300		
Storage Blk Time (%)	3	17	1				0	
Queuing Penalty (veh)	5	14	0				0	

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	34	56	103	40	3	42	4
Average Queue (ft)	11	22	50	7	0	8	0
95th Queue (ft)	35	48	86	28	2	32	5
Link Distance (ft)		1216	136		714		650
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	270			230		120	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	B31	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	382	183	169	1058	157	140	120	200	733	619
Average Queue (ft)	47	179	22	78	237	78	38	33	47	266	129
95th Queue (ft)	124	354	160	171	804	145	101	81	147	743	421
Link Distance (ft)		303	603		1243		384	384		795	795
Upstream Blk Time (%)		14			1					11	2
Queuing Penalty (veh)		25			3					23	3
Storage Bay Dist (ft)	60			100		100			130		
Storage Blk Time (%)	1	51		29	3	5	1		0	37	
Queuing Penalty (veh)	2	28		46	2	7	2		0	19	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	122	127	147	37	126	65	84	59	28	121	118
Average Queue (ft)	49	60	75	11	51	19	26	21	10	49	40
95th Queue (ft)	95	102	133	31	98	51	63	42	28	101	86
Link Distance (ft)	1243		136	136		405	405			714	714
Upstream Blk Time (%)			1								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	1	1			0					2	
Queuing Penalty (veh)	2	1			0					0	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	86	126	25	136	127	103	122	141
Average Queue (ft)	38	55	5	52	46	35	34	49
95th Queue (ft)	73	105	19	105	92	82	86	107
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	60	118
Average Queue (ft)	8	51
95th Queue (ft)	34	96
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	199	100	160	99	65	138	132	100	110	126
Average Queue (ft)	85	43	57	51	26	63	53	43	30	50
95th Queue (ft)	160	105	114	93	54	125	107	85	77	99
Link Distance (ft)	1005		174			1172	1172			984
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50		50	100			280	280	
Storage Blk Time (%)	23	0	13	3		2				
Queuing Penalty (veh)	18	1	21	4		2				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	68	63	87	71	78	31	57	34	53	53	73	77
Average Queue (ft)	31	26	42	29	27	13	22	7	12	11	15	24
95th Queue (ft)	64	58	70	61	63	38	49	24	36	36	46	61
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	141	121	70	57	65	86	58	107	41	109	109	51
Average Queue (ft)	65	54	22	22	30	27	10	18	9	42	39	14
95th Queue (ft)	113	91	52	48	57	64	37	62	30	86	82	36
Link Distance (ft)		437			809		783	783		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	7	2								0		
Queuing Penalty (veh)	13	3								0		

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	L	L	TR
Maximum Queue (ft)	33	28	34	22	31	26	4
Average Queue (ft)	6	5	12	7	4	2	0
95th Queue (ft)	26	22	33	22	20	14	3
Link Distance (ft)	289	289	318	318			941
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					190	350	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 34: Buck Hill Road & Mall North

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	145	48	404	415	22
Average Queue (ft)	107	11	285	187	2
95th Queue (ft)	177	51	544	480	11
Link Distance (ft)	132	132	378	378	697
Upstream Blk Time (%)	68	2	49	20	
Queuing Penalty (veh)	0	0	139	56	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	226	97	540	554	4	18
Average Queue (ft)	135	35	332	266	0	1
95th Queue (ft)	271	132	696	658	3	9
Link Distance (ft)	210	210	510	510	378	378
Upstream Blk Time (%)	47	9	37	18		
Queuing Penalty (veh)	0	0	107	54		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	386	317	934	930	4	26
Average Queue (ft)	175	71	325	262	0	1
95th Queue (ft)	418	252	901	861	3	11
Link Distance (ft)	375	375	1204	1204	510	510
Upstream Blk Time (%)	28	9	1	1		
Queuing Penalty (veh)	0	0	4	2		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	269	115	129	85	0	259	1230	1283	1278	500	350	972
Average Queue (ft)	138	30	47	9	0	29	646	1014	1026	315	309	639
95th Queue (ft)	240	76	97	39	0	131	1297	1639	1609	710	424	1284
Link Distance (ft)		985	985	985			1223	1223	1223			953
Upstream Blk Time (%)							2	42	26			46
Queuing Penalty (veh)							12	228	146			0
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)	0						6		86		75	0
Queuing Penalty (veh)	0						3		86		45	0

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	95	198	670	250
Average Queue (ft)	16	42	163	139
95th Queue (ft)	60	122	541	253
Link Distance (ft)			1070	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)		0	6	25
Queuing Penalty (veh)		0	13	19

Network Summary

Network wide Queuing Penalty: 11865

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	63.2	30.0	9.1	52.3	22.4	7.3	46.1	42.5	4.1	56.5	48.4	3.7

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	31.5

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	1.2	1.4	0.0	0.1
Total Del/Veh (s)	45.0	6.4	5.2	57.1	11.7	8.3	50.2	52.2	13.9	65.5	62.1	23.6

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	11.5

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.5	0.7	0.0
Total Del/Veh (s)	58.0	8.9	4.4	43.1	49.6	12.8	4.6	55.0	50.5	15.8	56.8	52.4

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.0
Total Del/Veh (s)	20.3	16.9

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	3.2	4.0	1.9	2.3	7.6	7.4	2.7

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.2	4.0	0.0	0.0
Total Del/Veh (s)	52.6	52.8	3.4	1.2	46.4	10.8	3.6	53.1	55.6	0.9	44.9	56.7

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.1
Total Del/Veh (s)	12.0	11.3

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.7	1.6	0.2
Total Del/Veh (s)	8.4	1.2	40.5	3.7	45.4	47.6	17.3	16.9

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.3	3.0	2.5	7.9	6.7

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.2	4.0	0.3	0.0	0.6
Total Del/Veh (s)	46.0	9.5	1.2	61.8	8.9	5.6	68.0	62.4	9.9	51.8	45.1	23.9

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	16.6

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8	3.0	0.7
Total Del/Veh (s)	15.6	2.1	86.5	10.8	24.9	34.8	18.6

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.8	3.6	0.2
Total Del/Veh (s)	14.9	4.1	24.3	22.6	50.0	6.5	18.6

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	1.5	0.3	1.5	1.3	0.1	1.2	0.0	0.0	0.0
Total Del/Veh (s)	57.1	15.8	3.2	56.4	14.3	7.0	44.8	52.4	3.8	40.9	38.1	3.3

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	20.2

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.4	0.2
Total Del/Veh (s)	57.1	49.8	15.4	43.7	42.0	7.1	10.3	12.8	8.0	15.6	5.5	1.8

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.8

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.1
Total Del/Veh (s)	4.1	1.3	1.2	4.4	0.4	0.3	16.9	3.2	5.7	8.9	10.9	4.0

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.3

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	0.4	3.9	0.3	7.0	0.0	5.1	0.6

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.8	5.4	0.4	19.1	3.7	1.7

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.6	5.4	1.1	39.0	0.1	4.9	1.9

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.2	0.2
Total Del/Veh (s)	13.9	12.0	6.6	13.3	13.5	10.2	21.4	26.5	15.1	23.0	18.3	6.2

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	14.7

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	0.2	0.0	0.0	0.0	0.1	0.4
Total Del/Veh (s)	14.6	7.4	5.2	11.4	5.3	21.9	3.6	8.8	3.2	8.6

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.1	0.1	0.0	0.0	0.0	2.8	0.5	0.4	0.0	0.0	0.0
Total Del/Veh (s)	55.4	41.6	6.1	69.6	51.2	34.8	7.6	5.1	1.7	7.7	7.4	4.1

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	13.9

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.0	0.0	0.0	0.0	0.0	4.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	51.9	44.4	19.0	58.9	38.9	23.2	5.2	5.0	1.4	7.7	5.4	2.3

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	25.2

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.2	0.2	3.7	0.1	0.1	0.1	0.0	0.0
Total Del/Veh (s)	65.8	49.0	26.0	50.8	41.1	22.8	51.9	9.7	1.3	50.8	9.1	4.1

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	29.7

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.1	0.1	3.6	0.1	0.1	3.7	0.3	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.0	2.4	0.3	5.3	2.0	1.2	42.3	45.8	22.2	46.0	18.0	13.2

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	13.5

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	7.1	3.1	4.8	0.8	3.0	3.2	1.1	1.0	3.2	0.5	0.2

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	1.7

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	0.4	3.2	3.9	3.0	2.6	0.3	0.6	0.4	0.4	1.1

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	47.8	52.6	20.6	55.4	55.9	8.9	6.1	2.9	2.8	38.8	1.8	0.5

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.9

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.8	0.1	0.0	0.0
Total Del/Veh (s)	25.5	32.3	7.4	73.6	5.5	3.1	2.7	2.8	0.6	0.2	5.1

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.5	44.4	23.1	49.0	43.4	20.4	10.6	5.9	3.9	13.5	8.0	6.3

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	10.4

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	1.0	1.2	1.3	6.7	1.8	4.2	1.8

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	1.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	43.9	48.5	6.7	34.9	38.3	4.2	3.5	2.1	0.8	7.6	3.9	3.4

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	14.6

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.2	0.1	3.9	0.2	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	43.8	55.0	4.6	43.9	38.4	3.9	7.3	3.4	4.1	11.2	5.5	3.5

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.6

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.4	0.3	4.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.0	67.0	10.7	46.6	63.9	7.5	8.9	8.2	8.6	14.8	2.9	2.2

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	11.1

33: Burnhaven Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	2.9	5.8	7.6	2.2	3.4	0.9	1.0	2.6	0.2	0.3	1.6

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.8	2.8	5.0	1.6	0.2	0.2	1.5

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.2	2.1	0.0	0.0	0.0	4.0	0.3	3.9	3.9	0.3	3.9
Total Del/Veh (s)	69.1	14.5	3.4	52.3	11.1	9.2	49.4	51.5	9.2	46.8	43.6	8.1

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.0

61: Mall Middle Performance by movement

Movement	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.4	3.6	0.7
Total Del/Veh (s)	3.4	4.0	0.4	0.4	2.6

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	3.9	0.2
Total Del/Veh (s)	2.4	3.3	49.5	3.7	45.6	44.7	8.1

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.6	3.3	3.9	0.1	3.5
Total Del/Veh (s)	58.1	6.5	1.8	83.1	8.2	4.3	56.1	40.9	5.5	62.3	47.2	6.7

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.1

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	73.8

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	138	164	355	391	375	37	78	151	287	291	288	119
Average Queue (ft)	67	97	178	189	188	1	24	46	152	167	174	11
95th Queue (ft)	122	151	320	336	335	15	58	107	237	251	254	60
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)			0		1				0		0	
Queuing Penalty (veh)			0		1				0		0	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	210	220	252	256	35	136	146	100	98	121
Average Queue (ft)	111	136	138	165	1	70	89	55	51	32
95th Queue (ft)	179	203	212	238	14	124	137	93	91	90
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)			0							
Queuing Penalty (veh)			0							

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	132	43	458	475	10	61	172	189	238	55	47	58
Average Queue (ft)	43	8	31	40	1	14	43	65	91	7	9	18
95th Queue (ft)	95	30	255	261	5	45	123	162	206	31	32	49
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)			0	0								
Queuing Penalty (veh)			0	1								
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)									0			0
Queuing Penalty (veh)									0			0

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	44	133	164
Average Queue (ft)	10	43	51
95th Queue (ft)	35	100	112
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		3	4
Queuing Penalty (veh)		2	2

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	68	93	192	213	190	49	111	109	183	224	274	116
Average Queue (ft)	31	35	61	87	96	8	39	40	110	126	157	13
95th Queue (ft)	71	77	145	179	168	31	86	90	180	194	232	40
Link Distance (ft)			1021	1021	1021				741	741	741	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				260	440	440				165
Storage Blk Time (%)											6	
Queuing Penalty (veh)											3	

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	48	81	98	81	88	71	96	93	97
Average Queue (ft)	15	37	32	24	27	15	39	25	27
95th Queue (ft)	42	74	70	63	64	47	77	60	69
Link Distance (ft)			983	983				384	384
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	215	215			265	150	150		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: 3/4 Access & CSAH 42

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	75	44
Average Queue (ft)	26	13
95th Queue (ft)	58	36
Link Distance (ft)	298	246
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	UL	L	T	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	57	51	78	95	109	72	34	105	146	181	207	264
Average Queue (ft)	18	9	24	36	30	21	3	39	66	85	108	145
95th Queue (ft)	47	36	60	78	72	56	19	88	112	160	188	236
Link Distance (ft)			570	570	570	570				850	850	850
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					260	450	450			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	R
Maximum Queue (ft)	62	96	50	46	25	36	60	182	38
Average Queue (ft)	6	28	18	9	1	5	28	69	9
95th Queue (ft)	32	71	47	27	14	23	59	135	32
Link Distance (ft)			722	722				399	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300	300			300	170	170		210
Storage Blk Time (%)								1	
Queuing Penalty (veh)								0	

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	R	R
Maximum Queue (ft)	163	183	120	132	3	106	117	91	91	104	270	222
Average Queue (ft)	45	56	34	22	0	33	53	13	11	24	172	85
95th Queue (ft)	114	134	90	68	1	76	96	48	47	72	252	202
Link Distance (ft)	850	850	850	850				512	512	512	471	471
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					300	360	360					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 6: Buck Hill Road & CSAH 42

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	L	R	R
Maximum Queue (ft)	216	194	180	164	138
Average Queue (ft)	137	126	120	70	61
95th Queue (ft)	199	175	176	127	115
Link Distance (ft)		1876	1876		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300			650	650
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R
Maximum Queue (ft)	236	217	111	51	65	93	229
Average Queue (ft)	129	142	4	14	6	27	84
95th Queue (ft)	192	202	64	41	32	74	166
Link Distance (ft)		512	512	440	440	440	440
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	350						
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	L	T	T	T	T	R
Maximum Queue (ft)	301	312	262	228	180	117	118	184	174	183	163	274
Average Queue (ft)	166	186	136	97	68	36	44	102	97	74	63	30
95th Queue (ft)	262	283	236	185	136	88	101	164	162	143	127	151
Link Distance (ft)			440	440	440	440		488	488	488	488	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360					260					300
Storage Blk Time (%)												0
Queuing Penalty (veh)												1

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	LT	R	R
Maximum Queue (ft)	64	55	64	165	190	159	156
Average Queue (ft)	25	16	21	78	89	55	65
95th Queue (ft)	59	40	50	129	146	116	130
Link Distance (ft)		1059			770	770	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100	300			300
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	R	L	T	T	T	T	L
Maximum Queue (ft)	254	270	277	190	150	13	133	192	173	306	307	72
Average Queue (ft)	119	141	96	71	40	0	27	68	68	90	103	17
95th Queue (ft)	231	247	209	150	111	8	75	161	154	213	239	48
Link Distance (ft)		488	488	488	488			544	544	544	544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250					300	60					450
Storage Blk Time (%)	0	1					5	7				
Queuing Penalty (veh)	1	2					14	2				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB	SB	SB
Directions Served	LT	R	R
Maximum Queue (ft)	77	340	465
Average Queue (ft)	22	188	265
95th Queue (ft)	56	307	387
Link Distance (ft)	1803		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		700	700
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	T	R	L	LT
Maximum Queue (ft)	308	396	130	71	86	187	182	166	225	228	216	262
Average Queue (ft)	117	131	16	18	25	103	90	88	101	98	78	136
95th Queue (ft)	285	326	74	50	65	159	153	153	177	187	169	227
Link Distance (ft)	544	544	544	544	544	978	978	978	978			1156
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)										300	325	
Storage Blk Time (%)										0		
Queuing Penalty (veh)										0		

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	NB
Directions Served	R
Maximum Queue (ft)	66
Average Queue (ft)	26
95th Queue (ft)	51
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	325
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	120	237	228	19	110	207	214	95	213	175	74	100
Average Queue (ft)	50	88	101	5	41	109	130	31	98	73	3	39
95th Queue (ft)	97	193	201	16	91	180	200	70	180	145	27	84
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)									1	0		
Queuing Penalty (veh)									1	1		

Intersection: 11: Portland Ave & CSAH 42

Movement	SB
Directions Served	T
Maximum Queue (ft)	107
Average Queue (ft)	42
95th Queue (ft)	89
Link Distance (ft)	1884
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	64	104	223	63	78	24	205	193	122	116	158	91
Average Queue (ft)	19	39	107	13	37	4	62	67	38	9	60	20
95th Queue (ft)	58	81	186	43	70	19	156	156	97	52	120	55
Link Distance (ft)		275		1060	1060		528	528				445
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	50		270			150			270	300	300	
Storage Blk Time (%)	7	10					1					
Queuing Penalty (veh)	3	1					0					

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	74
Average Queue (ft)	18
95th Queue (ft)	54
Link Distance (ft)	445
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	21	3	34	81	56	55	43
Average Queue (ft)	2	0	5	23	23	23	13
95th Queue (ft)	13	1	21	57	50	49	39
Link Distance (ft)		1060		782		248	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	440		300		50		50
Storage Blk Time (%)				3	0	0	0
Queuing Penalty (veh)				1	0	0	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	WB	NB	NB
Directions Served	L	L	R
Maximum Queue (ft)	31	37	19
Average Queue (ft)	4	8	3
95th Queue (ft)	21	29	16
Link Distance (ft)			603
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	13	78	22	60
Average Queue (ft)	0	24	5	14
95th Queue (ft)	4	62	18	38
Link Distance (ft)	760		496	496
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		300		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	76	72	43	30	46	51	57	29	40
Average Queue (ft)	9	13	2	5	13	4	3	5	12
95th Queue (ft)	40	48	15	22	41	29	24	21	30
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	98	76	94	65	120	197	34	115	124	85	106	88
Average Queue (ft)	47	28	52	25	65	101	7	47	56	37	37	33
95th Queue (ft)	91	64	88	59	107	168	26	92	103	74	79	66
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	82	104	140	111	108	172	82	38
Average Queue (ft)	4	27	38	51	46	40	76	40	3
95th Queue (ft)	20	61	83	100	92	85	139	73	19
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	116	137	102	41	131	139	91	158	120	27	65	103
Average Queue (ft)	36	60	28	6	52	66	46	67	45	5	19	33
95th Queue (ft)	85	113	64	26	107	122	83	130	102	20	53	76
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	38	120	132	71	127	135	31	93	49	32	50	58
Average Queue (ft)	8	50	31	23	43	68	5	23	11	5	8	14
95th Queue (ft)	29	100	83	57	101	121	22	65	36	24	37	45
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	160	72	130	90	149	163	55	132	75	103	67	106
Average Queue (ft)	66	22	42	26	73	70	12	58	13	36	21	34
95th Queue (ft)	131	57	93	65	129	135	37	111	47	86	54	82
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB		
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR		
Maximum Queue (ft)	79	44	31	36	64	38	51	186	38	105		
Average Queue (ft)	21	9	3	5	20	11	12	73	9	42		
95th Queue (ft)	58	33	16	25	52	34	38	130	34	89		
Link Distance (ft)		705	705		560	560		500		1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			200		200			
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	L	L
Maximum Queue (ft)	52	38	21	31	38	31
Average Queue (ft)	11	10	2	7	3	5
95th Queue (ft)	37	34	15	28	20	23
Link Distance (ft)		204		1216		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		100		220	300
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB
Directions Served	L	TR	LTR	L
Maximum Queue (ft)	29	31	30	26
Average Queue (ft)	4	11	8	1
95th Queue (ft)	22	34	29	13
Link Distance (ft)		1216	136	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	270			230
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	64	88	52	51	46	32	54	17	66	38
Average Queue (ft)	19	27	18	14	7	3	5	1	10	4
95th Queue (ft)	47	68	46	42	25	20	27	9	39	20
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	1	3								
Queuing Penalty (veh)	0	1								

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	L	T	T	R	L	T	TR
Maximum Queue (ft)	37	35	53	33	15	28	5	16	27	9
Average Queue (ft)	8	7	8	3	1	2	0	1	2	0
95th Queue (ft)	27	26	34	19	8	13	3	7	13	5
Link Distance (ft)	1243		136		399	399			714	714
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		160			130	80		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	127	137	68	117	109	59	74	112
Average Queue (ft)	57	54	14	32	31	15	12	30
95th Queue (ft)	108	113	42	81	76	43	45	81
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	45
Average Queue (ft)	1	17
95th Queue (ft)	14	43
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	199	100	100	70	17	25	57	69	32	65
Average Queue (ft)	78	30	37	29	1	3	8	15	4	11
95th Queue (ft)	142	82	82	56	7	15	31	48	19	39
Link Distance (ft)	999		306	306		1172	1172		983	983
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50			100			280		
Storage Blk Time (%)	41	0								
Queuing Penalty (veh)	14	0								

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	65	103	64	108	94	46	52	47	97	81	52	54
Average Queue (ft)	11	35	30	49	32	16	13	8	26	25	11	12
95th Queue (ft)	40	83	55	92	78	43	40	31	67	59	36	36
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	95	65	80	87	72	36	130	196	50	60	62	21
Average Queue (ft)	37	14	31	34	25	2	20	49	16	10	12	1
95th Queue (ft)	78	45	67	71	55	15	77	140	44	38	45	8
Link Distance (ft)		437			809		770	770		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	2	0										
Queuing Penalty (veh)	0	0										

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	LT	TR	LT	R	L	TR	L
Maximum Queue (ft)	29	28	45	22	51	7	17
Average Queue (ft)	4	4	18	6	5	0	1
95th Queue (ft)	19	19	41	22	27	4	7
Link Distance (ft)	289	289	318	318		692	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					190		350
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	47	49	53	15	15
Average Queue (ft)	14	18	9	1	1
95th Queue (ft)	41	44	36	9	8
Link Distance (ft)	375	375	1204	1204	514
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	130	321	273	212	37	185	188	198	211	46	91	94
Average Queue (ft)	16	181	138	95	9	78	46	64	78	10	31	33
95th Queue (ft)	70	289	249	191	28	149	134	155	180	31	70	70
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)	0	0										
Queuing Penalty (veh)	0	0										

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	28	98	102	27
Average Queue (ft)	6	38	30	4
95th Queue (ft)	19	80	70	15
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 61: Mall Middle

Movement	EB	NB	SB
Directions Served	R	L	R
Maximum Queue (ft)	71	113	35
Average Queue (ft)	30	47	3
95th Queue (ft)	52	89	15
Link Distance (ft)	208	152	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	68	67	86	45	68	86	80	83
Average Queue (ft)	13	13	14	13	11	12	38	28
95th Queue (ft)	46	47	51	40	42	48	72	65
Link Distance (ft)	1115	1115			1411	1411	660	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			310	320				350
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	100	105	123	67	13	55	76	79	122	3	281	156
Average Queue (ft)	27	35	46	9	1	9	15	18	32	0	153	20
95th Queue (ft)	71	84	98	39	6	32	50	56	93	2	259	84
Link Distance (ft)		978	978	978			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											2	
Queuing Penalty (veh)											1	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	86	36	32	56
Average Queue (ft)	23	6	3	21
95th Queue (ft)	60	25	18	50
Link Distance (ft)			1056	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 54

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	0.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	70.8	44.2	15.0	57.7	35.8	9.7	72.2	55.5	10.4	56.5	49.2	14.2

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	41.2

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1	0.1
Total Del/Veh (s)	48.7	19.9	13.5	43.1	12.0	9.1	47.4	40.7	21.3	65.1	52.6	32.0

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	19.5

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.4	0.9	0.5
Total Del/Veh (s)	43.4	23.8	11.8	61.3	60.0	24.2	12.7	73.4	45.7	26.5	74.4	50.1

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.7	0.1
Total Del/Veh (s)	41.6	32.6

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	4.9	6.4	3.5	4.0	12.7	34.4	5.4

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	3.3	0.6	3.3	0.1	0.0
Total Del/Veh (s)	108.8	85.2	17.0	3.5	41.3	21.7	8.9	65.5	62.1	5.6	49.5	53.8

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.3
Total Del/Veh (s)	29.7	26.2

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.7	1.6	0.3
Total Del/Veh (s)	28.6	9.2	40.6	6.7	59.4	47.6	38.5	27.1

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.4	4.3	8.5	20.0	11.0

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.5	3.9	0.4	1.0	0.7
Total Del/Veh (s)	85.6	24.4	3.1	77.1	27.1	4.1	64.2	69.2	24.4	47.0	45.2	25.6

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	30.7

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.9	4.6	1.1
Total Del/Veh (s)	31.8	5.8	77.2	19.1	24.9	41.1	29.3

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	1.0	3.5	0.2
Total Del/Veh (s)	34.5	11.4	29.0	16.2	52.4	16.1	23.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.0	0.0	1.4	0.3	1.5	1.3	0.2	1.3	1.0	0.2	0.9
Total Del/Veh (s)	48.8	23.1	2.6	68.3	22.2	6.3	47.2	48.2	9.2	50.9	53.9	4.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	26.8

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.9	0.7
Total Del/Veh (s)	54.6	56.2	34.1	44.9	28.1	15.1	24.4	35.0	16.0	30.8	18.5	12.9

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	27.7

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	4.0
Total Del/Veh (s)	6.5	2.0	2.1	8.2	1.1	0.6	89.4	17.8	11.8	58.0	63.5	7.0

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.0

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	1.3	7.2	0.6	34.7	0.3	5.0	2.9

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.1	11.2	0.9	80.5	6.3	5.0

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.1	0.1
Total Del/Veh (s)	6.1	1.7	13.8	4.3	47.2	13.4	9.1

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.4	0.4
Total Del/Veh (s)	31.0	20.0	16.4	23.8	33.5	27.3	36.8	42.7	32.4	39.7	32.1	21.4

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	29.7

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.3	0.2	0.1	0.4	0.1	0.1	0.4
Total Del/Veh (s)	19.1	12.2	11.7	17.3	4.5	0.7	27.9	12.9	22.3	5.5	10.8

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.2	0.2	0.4	0.1	0.0	0.0	2.9	0.3	0.3	0.2	0.0	0.0
Total Del/Veh (s)	46.4	38.0	20.5	42.8	32.8	22.5	26.1	9.4	3.6	15.0	13.5	9.3

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	18.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.0	0.0	3.5	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	39.4	31.0	19.4	25.9	25.2	13.6	10.3	12.3	4.9	11.0	7.9	5.3

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	16.9

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	3.4	0.2	0.2	3.4	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	43.7	31.8	27.8	47.5	40.2	20.5	51.9	21.6	8.1	46.4	16.1	12.6

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	28.1

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.2	0.2	3.6	0.1	0.2	3.7	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	8.1	6.2	3.1	7.4	6.9	2.9	31.9	21.5	6.8	32.0	15.4	14.2

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	11.1

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.4	0.4	1.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	12.3	4.8	10.4	14.8	5.3	4.6	1.9	1.6	3.8	1.1	0.9

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	4.2

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.1	0.0	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	9.3	4.4	9.0	11.3	5.1	4.8	1.3	1.1	4.9	1.1	1.1

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.7

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Total Del/Veh (s)	42.4	42.2	20.1	43.6	35.2	20.0	13.7	8.7	7.0	57.1	13.3	5.8

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	19.4

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.5	1.7	0.5	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.9	32.4	9.2	39.8	46.1	4.6	14.1	9.3	5.9	9.6	9.3	3.3

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	13.7

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.4	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.4	48.2	34.0	43.0	22.4	25.8	26.9	14.6	12.0	28.9	15.7	14.3

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	20.4

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	1.9	1.7	1.5	12.1	1.5	7.4	3.1

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.5	0.2	0.2	0.2	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.1	41.0	13.5	33.7	33.6	5.3	12.4	14.7	9.1	12.8	10.0	10.8

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	16.6

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.3	0.2	3.6	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.0	51.8	6.2	38.7	40.1	4.4	12.3	7.2	7.1	17.6	10.4	5.7

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	16.0

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	1.0	0.9	3.7	0.7	0.7	0.0	0.0	0.0	0.5	0.0	0.5
Total Del/Veh (s)	42.2	46.7	14.0	38.5	55.6	8.3	24.5	8.2	8.3	13.1	9.0	2.7

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	17.2

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	8.2	10.2	4.5	9.3	13.6	3.4	6.4	1.4	1.3	3.5	0.6	0.5

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.5

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.0	5.0	7.0	2.1	0.5	0.3	2.5

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	1.9	0.0	0.0	0.0	4.0	0.3	4.3	3.9	0.3	3.9
Total Del/Veh (s)	62.0	12.8	4.4	69.2	13.3	11.8	59.6	57.7	11.3	55.0	54.4	10.3

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	16.9

61: Mall Middle Performance by movement

Movement	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.4	0.7	3.2	0.7
Total Del/Veh (s)	4.3	9.5	1.1	0.7	4.7

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	3.8	3.6	7.0	54.7	7.4

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.7	3.4	3.9	0.2	3.7
Total Del/Veh (s)	82.6	7.8	4.3	47.2	7.3	4.8	59.6	48.6	7.2	48.1	48.6	7.3

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	12.3

Total Network Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	105.5

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	218	324	485	492	535	450	149	174	337	373	368	147
Average Queue (ft)	119	167	299	305	306	100	71	77	220	249	259	50
95th Queue (ft)	186	270	438	448	464	307	128	141	323	347	353	122
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)			5		6				0		2	
Queuing Penalty (veh)			14		22				1		6	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB		
Directions Served	L	L	T	T	R	L	L	T	T	R		
Maximum Queue (ft)	214	237	237	257	198	218	250	262	258	316		
Average Queue (ft)	129	137	129	151	57	114	138	168	165	132		
95th Queue (ft)	196	205	211	243	142	183	211	248	241	255		
Link Distance (ft)			1256	1256				528	528			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300	300			300	310	310			310		
Storage Blk Time (%)		0	0	0						0		
Queuing Penalty (veh)		0	0	0						1		

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	153	223	255	300	70	242	180	173	258	40	63	82
Average Queue (ft)	63	118	143	180	12	106	62	80	106	5	21	27
95th Queue (ft)	126	216	250	299	44	197	145	165	213	22	54	66
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)				0					0			0
Queuing Penalty (veh)				0					0			0

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	54	171	236
Average Queue (ft)	16	66	97
95th Queue (ft)	41	126	183
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)		5	13
Queuing Penalty (veh)		7	10

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	154	112	305	367	512	360	223	201	398	435	512	265
Average Queue (ft)	66	55	163	190	243	59	114	112	226	247	291	139
95th Queue (ft)	127	101	301	332	414	232	187	178	360	392	448	322
Link Distance (ft)			1021	1021	1021				741	741	741	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				260	440	440				165
Storage Blk Time (%)			0		8						18	
Queuing Penalty (veh)			0		9						45	

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	194	215	183	165	163	195	215	257	304
Average Queue (ft)	90	115	92	69	77	98	127	133	178
95th Queue (ft)	160	185	166	137	147	184	199	222	267
Link Distance (ft)			983	983				384	384
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	215	215			265	150	150		
Storage Blk Time (%)	0	0	0			0	7	5	
Queuing Penalty (veh)	0	1	0			0	11	12	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	NB	SB
Directions Served	T	R	R
Maximum Queue (ft)	22	94	170
Average Queue (ft)	1	46	72
95th Queue (ft)	13	75	143
Link Distance (ft)	741	298	246
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	UL	L	T	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	194	194	314	326	298	298	44	172	183	305	337	401
Average Queue (ft)	110	68	167	182	167	150	13	95	114	181	195	242
95th Queue (ft)	191	134	282	298	274	256	38	152	168	267	293	346
Link Distance (ft)			570	570	570	570				850	850	850
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					260	450	450			
Storage Blk Time (%)	0	0	1			0						0
Queuing Penalty (veh)	0	0	2			0						1

Intersection: 5: Aldrich Ave & CSAH 42

Movement	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	R	L	L	T	T	R	L	L	T	R		
Maximum Queue (ft)	293	168	209	130	128	192	219	267	343	306		
Average Queue (ft)	74	67	115	62	41	57	126	157	122	86		
95th Queue (ft)	200	149	196	125	94	144	210	239	234	188		
Link Distance (ft)				722	722				399			
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	400	300	300			300	170	170		210		
Storage Blk Time (%)							1	7	2	0		
Queuing Penalty (veh)							2	19	10	1		

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	R	R
Maximum Queue (ft)	354	372	297	275	45	165	175	147	156	193	374	326
Average Queue (ft)	189	176	141	143	8	69	89	48	38	63	229	165
95th Queue (ft)	312	296	249	250	29	132	144	121	104	146	330	288
Link Distance (ft)	850	850	850	850				512	512	512	471	471
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					300	360	360					
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 6: Buck Hill Road & CSAH 42

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	L	R	R
Maximum Queue (ft)	283	255	282	299	306
Average Queue (ft)	177	172	183	174	176
95th Queue (ft)	256	245	269	263	275
Link Distance (ft)		1876	1876		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300			650	650
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	410	412	278	251	176	180	161	334	450
Average Queue (ft)	245	260	30	15	9	76	62	106	238
95th Queue (ft)	361	370	187	131	89	144	127	200	380
Link Distance (ft)		512	512	512	512	440	440	440	440
Upstream Blk Time (%)								0	0
Queuing Penalty (veh)								0	2
Storage Bay Dist (ft)	350								
Storage Blk Time (%)	1	1							
Queuing Penalty (veh)	2	3							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R	L	T	T	T	T
Maximum Queue (ft)	392	429	464	399	360	340	275	359	394	358	370	315
Average Queue (ft)	201	221	254	229	217	196	16	75	239	226	236	179
95th Queue (ft)	344	375	404	362	335	311	124	237	374	349	351	304
Link Distance (ft)			440	440	440	440			488	488	488	488
Upstream Blk Time (%)		0	0	0								
Queuing Penalty (veh)		0	1	0								
Storage Bay Dist (ft)	360	360					175	260				
Storage Blk Time (%)	0	1	1			13		0	7			0
Queuing Penalty (veh)	1	3	5			9		1	3			2

Intersection: 8: Nicollet Ave & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	LT	R	R
Maximum Queue (ft)	110	134	104	377	411	335	292
Average Queue (ft)	42	29	44	200	248	183	167
95th Queue (ft)	88	86	84	315	356	302	281
Link Distance (ft)		1059			770	770	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100	300			300
Storage Blk Time (%)	1	1	1	1	3	1	0
Queuing Penalty (veh)	1	1	0	4	10	3	0

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	R	L	T	T	T	T	L
Maximum Queue (ft)	349	514	490	474	458	396	160	366	304	301	313	115
Average Queue (ft)	212	271	262	260	216	25	91	183	166	194	160	53
95th Queue (ft)	361	438	423	415	391	151	184	325	284	301	286	103
Link Distance (ft)		488	488	488	488			544	544	544	544	
Upstream Blk Time (%)		1	0	0	0							
Queuing Penalty (veh)		4	1	1	0							
Storage Bay Dist (ft)	250					300	60					450
Storage Blk Time (%)	3	8			1		28	13				
Queuing Penalty (veh)	18	39			5		89	12				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB	SB	SB
Directions Served	LT	R	R
Maximum Queue (ft)	300	511	538
Average Queue (ft)	58	306	366
95th Queue (ft)	176	471	509
Link Distance (ft)	1803		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		700	700
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	T	R	L	LT
Maximum Queue (ft)	578	593	590	543	448	259	248	204	203	163	248	256
Average Queue (ft)	209	231	169	126	80	144	117	120	104	70	90	132
95th Queue (ft)	545	586	517	397	273	239	213	196	186	134	193	222
Link Distance (ft)	544	544	544	544	544	978	978	978	978			1156
Upstream Blk Time (%)	2	2	1	0								
Queuing Penalty (veh)	10	12	4	1								
Storage Bay Dist (ft)										300	325	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	NB
Directions Served	R
Maximum Queue (ft)	173
Average Queue (ft)	51
95th Queue (ft)	104
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	325
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	153	353	341	57	197	311	328	70	178	170	152	238
Average Queue (ft)	61	191	191	13	89	178	199	20	94	77	41	137
95th Queue (ft)	126	309	314	37	161	288	312	50	157	144	125	238
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)		0				0	1			0	1	7
Queuing Penalty (veh)		0				0	1			1	1	17

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	295	90
Average Queue (ft)	135	3
95th Queue (ft)	240	51
Link Distance (ft)	1884	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	4	
Queuing Penalty (veh)	11	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	100	251	319	382	223	168	262	257	206	273	345	297
Average Queue (ft)	40	107	219	54	112	33	143	148	94	112	180	106
95th Queue (ft)	91	217	328	208	192	90	240	241	171	249	297	214
Link Distance (ft)		275		1060	1060		528	528				445
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	50		270			150			270	300	300	
Storage Blk Time (%)	9	40	5	0			10	0	0	0	1	
Queuing Penalty (veh)	12	16	2	0			6	1	0	0	3	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	296
Average Queue (ft)	123
95th Queue (ft)	240
Link Distance (ft)	445
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	44	3	26	81	210	150	79	58
Average Queue (ft)	11	0	1	24	62	51	27	18
95th Queue (ft)	32	2	10	54	149	109	67	47
Link Distance (ft)		1060	1060		782		248	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	440			300		50		50
Storage Blk Time (%)					35	5	9	1
Queuing Penalty (veh)					33	3	2	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	7	7	47	127	78
Average Queue (ft)	0	1	16	60	28
95th Queue (ft)	4	9	43	106	58
Link Distance (ft)	541	541			603
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150	100	
Storage Blk Time (%)				3	0
Queuing Penalty (veh)				1	0

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	14	24	126	131	90
Average Queue (ft)	1	1	60	44	34
95th Queue (ft)	6	10	110	117	61
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	167	163	65	113	102	198	147	178	240
Average Queue (ft)	65	69	13	49	51	53	38	79	97
95th Queue (ft)	124	139	42	92	87	134	111	151	188
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)						0			
Queuing Penalty (veh)						0			

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	242	207	242	81	325	345	118	172	208	282	254	384
Average Queue (ft)	134	107	125	40	201	217	31	72	101	152	85	160
95th Queue (ft)	215	179	200	75	308	327	69	143	176	251	174	289
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)	0				2					0	0	
Queuing Penalty (veh)	0				1					0	0	

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	260	281	136	162	135	155	147	31
Average Queue (ft)	3	91	109	67	56	42	64	74	7
95th Queue (ft)	17	183	214	114	116	97	114	125	27
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	141	211	288	110	167	176	124	184	170	94	282	280
Average Queue (ft)	53	96	131	36	61	90	57	73	65	32	98	102
95th Queue (ft)	105	167	234	83	126	157	107	149	131	67	218	227
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)		0						0			1	
Queuing Penalty (veh)		0						0			1	

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	86	140	185	136	153	177	44	122	114	111	108	157
Average Queue (ft)	20	70	88	35	44	72	11	57	41	36	40	58
95th Queue (ft)	55	127	159	89	115	140	36	113	86	79	87	121
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)					0							
Queuing Penalty (veh)					0							

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	149	161	171	78	177	196	61	173	152	231	188	229
Average Queue (ft)	48	74	91	31	89	87	24	93	50	120	88	115
95th Queue (ft)	91	138	157	71	146	156	55	154	110	207	158	195
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)										0		
Queuing Penalty (veh)										0		

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB		
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR		
Maximum Queue (ft)	86	136	111	54	95	84	59	122	104	179		
Average Queue (ft)	37	59	39	26	38	32	16	46	54	91		
95th Queue (ft)	71	108	83	50	84	69	44	93	103	161		
Link Distance (ft)		705	705		560	560		500		1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			200		200			
Storage Blk Time (%)		0								0		
Queuing Penalty (veh)		0								0		

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	79	122	53	82	61	7	45	14
Average Queue (ft)	35	47	25	30	18	0	9	0
95th Queue (ft)	66	85	53	63	47	4	33	6
Link Distance (ft)		204		1216		795		496
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		100		220		300	
Storage Blk Time (%)	4	3		0				
Queuing Penalty (veh)	5	2		0				

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	L	L	TR
Maximum Queue (ft)	45	61	102	50	44	6
Average Queue (ft)	21	30	45	10	8	0
95th Queue (ft)	46	55	82	35	31	4
Link Distance (ft)		1216	136			650
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	270			230	120	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	197	148	237	149	99	110	89	148	184
Average Queue (ft)	39	105	66	80	64	29	37	36	55	61
95th Queue (ft)	93	177	119	164	123	77	89	75	114	137
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	4	26	4	9	2	0			1	
Queuing Penalty (veh)	7	10	5	9	3	0			0	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	124	139	157	43	134	81	135	111	51	136	86
Average Queue (ft)	60	50	82	15	57	27	40	21	9	54	21
95th Queue (ft)	112	94	143	40	117	68	102	63	29	112	59
Link Distance (ft)	1243		136	136		399	399			714	714
Upstream Blk Time (%)			3								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	2	1			0		0		0	3	
Queuing Penalty (veh)	5	1			0		1		0	1	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	287	264	38	225	251	126	241	263
Average Queue (ft)	146	117	10	93	107	52	92	111
95th Queue (ft)	239	211	31	193	219	106	216	224
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	46	148
Average Queue (ft)	11	53
95th Queue (ft)	37	105
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	275	100	184	89	109	180	146	109	141	182
Average Queue (ft)	136	46	84	48	30	53	49	38	48	70
95th Queue (ft)	245	115	151	80	76	117	111	82	121	147
Link Distance (ft)	999		306	306		1172	1172		983	983
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50			100			280		
Storage Blk Time (%)	48	0			0	2				
Queuing Penalty (veh)	24	0			0	1				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	65	121	73	233	138	65	74	96	149	66	100	95
Average Queue (ft)	25	57	46	106	60	23	24	30	56	20	22	29
95th Queue (ft)	55	104	71	178	118	54	60	72	111	54	60	73
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)				1			0	0				
Queuing Penalty (veh)				1			0	0				

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	174	304	188	157	84	121	101	120	56	183	164	32
Average Queue (ft)	119	106	79	81	34	41	25	35	12	55	57	9
95th Queue (ft)	185	209	149	139	67	94	78	96	39	120	119	28
Link Distance (ft)		437			809		770	770		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	36	5								1	0	
Queuing Penalty (veh)	54	12								0	0	

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	LT	TR	LT	R	L	TR	L
Maximum Queue (ft)	30	36	60	52	51	7	40
Average Queue (ft)	8	9	15	9	9	0	4
95th Queue (ft)	30	31	42	32	33	4	21
Link Distance (ft)	289	289	318	318		692	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					190		350
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	86	68	74	14
Average Queue (ft)	37	35	20	0
95th Queue (ft)	68	59	50	6
Link Distance (ft)	375	375	1204	514
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	47	304	275	250	27	214	178	238	250	53	99	95
Average Queue (ft)	18	157	125	101	7	98	60	86	105	11	39	37
95th Queue (ft)	44	260	241	206	23	181	155	201	225	35	84	81
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		0		0								
Queuing Penalty (veh)		0		0								

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	19	112	126	19
Average Queue (ft)	6	40	34	4
95th Queue (ft)	19	87	81	16
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 61: Mall Middle

Movement	EB	NB	B35	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	73	211	34	7	46
Average Queue (ft)	42	103	1	0	8
95th Queue (ft)	65	182	15	4	31
Link Distance (ft)	208	152	514	760	
Upstream Blk Time (%)		2			
Queuing Penalty (veh)		11			
Storage Bay Dist (ft)					300
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	103	101	72	209	206	175
Average Queue (ft)	40	47	13	56	44	71
95th Queue (ft)	91	97	47	142	130	134
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	L	T	T	T	R	L	T	R
Maximum Queue (ft)	100	166	187	132	61	61	71	99	3	305	56	57
Average Queue (ft)	34	24	35	11	8	15	16	25	0	159	17	24
95th Queue (ft)	82	99	115	69	33	46	51	69	2	261	50	51
Link Distance (ft)		978	978	978		1223	1223	1223			953	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				400				400	250		250
Storage Blk Time (%)										2		
Queuing Penalty (veh)										1		

Intersection: 610: Plymouth Ave & CSAH 42

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	28	32	81
Average Queue (ft)	5	4	26
95th Queue (ft)	20	19	61
Link Distance (ft)		1056	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 688

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.1	0.5	0.0	0.0	0.0	0.8	0.0	0.7	0.0	0.0	0.0
Total Del/Veh (s)	72.3	40.1	10.7	52.2	27.3	7.1	53.1	49.9	3.6	56.7	50.9	7.3

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	36.9

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.2	2.3	1.7	0.2	0.1
Total Del/Veh (s)	46.2	15.9	10.1	39.2	15.2	10.1	50.7	49.7	22.0	57.9	48.1	27.7

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	20.1

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	2.8	1.3
Total Del/Veh (s)	59.6	29.8	11.5	49.2	52.7	31.0	16.3	54.6	45.0	23.9	84.7	47.9

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	2.2	0.4
Total Del/Veh (s)	35.1	38.2

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Total Del/Veh (s)	5.6	5.7	4.7	5.8	16.7	28.3	6.4

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.6	3.2	1.4	0.9
Total Del/Veh (s)	73.8	64.8	29.5	5.7	59.9	44.2	15.7	69.9	57.3	8.1	45.0	47.0

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.2	0.4
Total Del/Veh (s)	29.0	39.5

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.2	0.8	1.7	0.6
Total Del/Veh (s)	47.3	13.8	36.9	6.0	103.5	47.4	43.3	38.3

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	36.3	6.7	11.3	22.6	13.7

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.5	3.9	0.3	0.2	0.8
Total Del/Veh (s)	135.7	22.3	4.0	86.5	50.6	9.1	65.3	68.5	24.4	50.8	56.7	25.2

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	42.3

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.2	3.1	0.5
Total Del/Veh (s)	25.7	6.5	103.8	14.7	28.9	64.3	28.2

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.1	1.1	0.7	3.4	0.3
Total Del/Veh (s)	17.8	6.9	37.0	12.7	49.8	52.4	13.9	23.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.3	0.3	1.2	1.9	0.3	1.7	0.9	0.1	1.3
Total Del/Veh (s)	48.9	10.4	2.0	70.5	21.6	7.6	49.2	52.7	8.9	51.7	55.4	2.8

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	21.0

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.7	0.5	0.0	0.0	0.0	0.1	0.0	0.0	3.0	0.8	0.6
Total Del/Veh (s)	55.0	54.5	28.7	57.2	32.6	10.9	22.7	16.1	8.3	25.7	9.9	4.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	21.2

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	4.1
Total Del/Veh (s)	4.9	2.0	1.9	7.3	0.8	0.7	46.2	4.8	8.0	28.1	28.8	6.3

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.3

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.2	6.1	0.4	33.2	0.4	5.4	4.0

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.1	10.5	0.6	106.6	0.9	5.0	7.0

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.8	1.9	12.9	3.5	49.3	10.9	9.2

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	3.2	0.3	0.3
Total Del/Veh (s)	22.1	14.5	12.3	17.8	25.1	15.6	32.3	28.9	19.6	28.2	25.8	14.5

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.9

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.2	0.3	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	10.1	7.7	7.6	10.4	3.9	1.5	19.5	1.6	9.4	21.7	12.8	5.2

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.1

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.1	0.1	0.0	0.0	0.0	3.3	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	41.4	31.3	7.3	40.3	24.6	9.4	12.9	4.4	2.4	10.4	7.1	5.6

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	10.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	3.3	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	54.3	49.5	20.6	25.2	22.5	11.6	9.6	7.8	2.9	10.0	5.9	3.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	14.7

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	3.4	0.2	0.2	3.2	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	77.7	58.3	40.9	59.9	49.8	32.6	62.4	22.4	12.5	53.3	13.4	8.7

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	31.9

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.1	0.1	3.7	0.1	0.2	3.8	0.2	0.3	0.0	0.0	0.0
Total Del/Veh (s)	7.0	4.4	2.0	6.8	4.0	1.8	63.2	47.6	25.4	61.0	29.6	29.6

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	19.3

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	18.1	13.0	6.2	13.9	16.3	7.1	5.9	1.9	1.4	3.6	1.3	1.1

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	5.4

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	3.7	4.6	11.4	10.9	6.0	4.2	1.6	1.5	4.3	1.0	0.9

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.0

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	2.1	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	47.2	49.8	29.0	49.7	34.5	27.4	17.6	8.7	7.9	69.6	22.4	15.0

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	23.3

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.4	1.8	3.9	2.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.5	39.3	11.4	45.9	39.4	3.5	26.5	8.8	6.3	11.7	15.0	4.2

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	17.3

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	48.7	45.3	25.2	50.6	43.4	32.3	15.2	9.1	5.1	18.8	11.4	9.4

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	17.4

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.8	1.6	1.4	9.9	1.8	8.0	2.9

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.9	0.3	0.2	0.2	0.6	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	52.7	53.7	18.4	38.8	40.0	6.2	16.9	13.1	7.0	16.0	8.3	8.9

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.4

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.3	0.2	4.0	0.2	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	48.7	65.2	6.3	49.5	63.2	4.5	9.6	5.2	4.8	7.7	10.3	5.9

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	14.8

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.7	0.6	3.9	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	57.5	44.9	10.9	54.5	56.6	8.8	13.5	7.3	7.6	8.4	7.4	2.7

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.3

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	8.3	12.5	3.4	10.6	12.6	3.1	4.7	1.3	1.2	3.3	0.6	0.7

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.4

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	27.8	5.0	8.9	3.9	0.5	0.4	4.7

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	0.2	1.9	0.0	0.0	0.0	4.0	0.3	4.3	3.9	0.4	4.1
Total Del/Veh (s)	64.4	13.6	3.9	66.2	12.3	10.0	56.0	63.6	10.5	52.3	48.3	9.0

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.7

61: Mall Middle Performance by movement

Movement	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.6	3.3	0.6
Total Del/Veh (s)	4.3	11.9	1.2	0.9	6.5

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.3	0.1	0.1	0.1
Total Del/Veh (s)	3.8	3.3	5.5	57.7	7.1

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.8	3.6	3.3	0.1	3.4
Total Del/Veh (s)	90.4	6.5	2.5	60.7	5.3	4.9	55.3	50.5	6.7	43.7	44.3	8.4

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	10.6

Total Network Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	115.2

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	182	328	438	412	406	112	130	122	281	309	326	74
Average Queue (ft)	91	135	277	255	248	15	65	70	156	175	187	12
95th Queue (ft)	156	248	427	397	395	66	115	114	245	256	277	53
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)		0	4		2				0		0	
Queuing Penalty (veh)		0	10		4				0		0	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	197	234	215	229	48	204	222	170	154	187
Average Queue (ft)	113	133	94	122	4	108	125	95	85	76
95th Queue (ft)	184	215	178	196	30	175	197	163	146	165
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)		0	0							
Queuing Penalty (veh)		0	0							

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	236	201	194	228	25	229	181	210	232	63	75	154
Average Queue (ft)	97	84	80	92	4	114	75	102	118	11	23	44
95th Queue (ft)	173	183	166	186	16	202	156	185	208	41	60	101
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)											0	1
Queuing Penalty (veh)											0	2

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	164	199	217
Average Queue (ft)	59	107	105
95th Queue (ft)	114	177	190
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	3	17	12
Queuing Penalty (veh)	2	26	15

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	253	257	342	370	380	272	257	238	400	466	543	265
Average Queue (ft)	129	102	198	214	236	42	135	124	270	281	330	202
95th Queue (ft)	222	184	320	336	367	148	211	200	394	426	511	356
Link Distance (ft)			1021	1021	1021				741	741	741	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				260	440	440				165
Storage Blk Time (%)			0		7						22	0
Queuing Penalty (veh)			0		7						74	0

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	194	208	240	164	216	200	250	354	320
Average Queue (ft)	92	117	120	82	77	158	199	194	187
95th Queue (ft)	155	181	207	146	161	236	278	353	292
Link Distance (ft)			983	983				384	384
Upstream Blk Time (%)								1	0
Queuing Penalty (veh)								3	0
Storage Bay Dist (ft)	215	215			265	150	150		
Storage Blk Time (%)	0	0	1			12	37	5	
Queuing Penalty (veh)	0	0	3			18	53	19	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	NB	SB
Directions Served	T	R	R
Maximum Queue (ft)	16	175	152
Average Queue (ft)	1	71	71
95th Queue (ft)	9	131	128
Link Distance (ft)	741	298	246
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	UL	L	T	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	246	308	363	362	365	358	155	255	264	419	482	622
Average Queue (ft)	144	132	214	225	214	203	19	142	162	286	325	398
95th Queue (ft)	227	244	347	345	331	319	86	224	237	387	452	540
Link Distance (ft)			570	570	570	570				850	850	850
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					260	450	450			
Storage Blk Time (%)	1	0	3			2				0		12
Queuing Penalty (veh)	3	1	8			1				0		68

Intersection: 5: Aldrich Ave & CSAH 42

Movement	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	R	L	L	T	T	R	L	L	T	R		
Maximum Queue (ft)	500	308	372	157	146	193	220	270	394	310		
Average Queue (ft)	198	150	192	69	63	73	166	213	220	120		
95th Queue (ft)	403	262	306	124	120	157	253	298	380	253		
Link Distance (ft)				722	722				399			
Upstream Blk Time (%)									1			
Queuing Penalty (veh)									9			
Storage Bay Dist (ft)	400	300	300			300	170	170		210		
Storage Blk Time (%)		0	2				3	20	10	1		
Queuing Penalty (veh)		0	2				14	85	70	4		

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	R	R
Maximum Queue (ft)	676	693	646	531	289	210	216	80	100	163	500	480
Average Queue (ft)	351	347	296	239	27	107	125	11	10	20	409	331
95th Queue (ft)	583	605	519	423	103	179	196	49	56	90	546	470
Link Distance (ft)	850	850	850	850				512	512	512	471	471
Upstream Blk Time (%)	0	0									13	1
Queuing Penalty (veh)	0	0									0	0
Storage Bay Dist (ft)					300	360	360					
Storage Blk Time (%)				5								
Queuing Penalty (veh)				8								

Intersection: 6: Buck Hill Road & CSAH 42

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	L	R	R
Maximum Queue (ft)	262	268	339	326	358
Average Queue (ft)	159	165	184	215	224
95th Queue (ft)	232	230	272	319	335
Link Distance (ft)		1876	1876		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300			650	650
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	448	503	470	359	276	357	255	456	411
Average Queue (ft)	317	337	120	76	36	89	54	120	216
95th Queue (ft)	418	455	417	331	208	206	144	285	350
Link Distance (ft)		512	512	512	512	440	440	440	440
Upstream Blk Time (%)		0	0	0		0		0	0
Queuing Penalty (veh)		1	2	1		0		1	0
Storage Bay Dist (ft)	350								
Storage Blk Time (%)	2	5							
Queuing Penalty (veh)	10	20							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R	L	T	T	T	T
Maximum Queue (ft)	386	410	435	394	393	426	273	360	592	509	502	561
Average Queue (ft)	290	300	283	229	210	224	13	172	475	417	391	363
95th Queue (ft)	440	461	510	391	336	364	110	426	656	577	547	598
Link Distance (ft)			440	440	440	440			488	488	488	488
Upstream Blk Time (%)		6	10	0	0	0			13	2	1	5
Queuing Penalty (veh)		0	71	2	1	3			98	16	8	38
Storage Bay Dist (ft)	360	360					175	260				
Storage Blk Time (%)	10	18	1			15		0	42			15
Queuing Penalty (veh)	55	102	4			10		1	21			72

Intersection: 8: Nicollet Ave & CSAH 42

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	LT	R	R
Maximum Queue (ft)	400	111	107	90	303	338	234	226
Average Queue (ft)	189	53	25	37	158	210	123	125
95th Queue (ft)	477	102	68	74	254	305	205	216
Link Distance (ft)			1059			770	770	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300	100		100	300			300
Storage Blk Time (%)	0	3	0	0	0	2		
Queuing Penalty (veh)	0	2	0	0	0	4		

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	R	L	T	T	T	T	L
Maximum Queue (ft)	327	423	373	386	397	100	159	397	391	441	398	85
Average Queue (ft)	146	185	202	206	157	10	92	129	114	147	105	38
95th Queue (ft)	289	323	322	329	293	54	162	295	283	336	252	78
Link Distance (ft)		488	488	488	488			544	544	544	544	
Upstream Blk Time (%)		0						0	0	0	0	
Queuing Penalty (veh)		0						0	0	0	0	
Storage Bay Dist (ft)	250					300	60					450
Storage Blk Time (%)	1	1			0		49	11				
Queuing Penalty (veh)	2	5			2		244	12				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB	SB	SB
Directions Served	LT	R	R
Maximum Queue (ft)	537	615	641
Average Queue (ft)	109	338	400
95th Queue (ft)	620	606	645
Link Distance (ft)	1803		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		700	700
Storage Blk Time (%)	0	0	3
Queuing Penalty (veh)	2	1	3

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	T	R	L	LT
Maximum Queue (ft)	302	321	69	234	68	515	448	406	372	123	258	304
Average Queue (ft)	176	179	17	36	22	324	276	258	245	50	129	171
95th Queue (ft)	264	268	47	139	62	455	399	361	344	93	227	266
Link Distance (ft)	544	544	544	544	544	978	978	978	978			1156
Upstream Blk Time (%)				0								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)										300	325	
Storage Blk Time (%)									3			0
Queuing Penalty (veh)									5			0

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	NB
Directions Served	R
Maximum Queue (ft)	135
Average Queue (ft)	51
95th Queue (ft)	100
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	325
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	154	243	270	41	314	421	455	279	258	215	166	167
Average Queue (ft)	57	58	62	5	121	235	251	25	111	81	47	57
95th Queue (ft)	118	166	172	22	233	384	402	123	202	160	132	121
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)					0	3	4		1	0	0	0
Queuing Penalty (veh)					0	4	3		3	1	0	1

Intersection: 11: Portland Ave & CSAH 42

Movement	SB
Directions Served	T
Maximum Queue (ft)	157
Average Queue (ft)	63
95th Queue (ft)	124
Link Distance (ft)	1884
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	100	283	316	182	197	73	170	154	120	222	279	155
Average Queue (ft)	47	97	168	27	81	22	62	66	47	70	146	51
95th Queue (ft)	98	207	280	98	146	55	130	127	97	189	239	120
Link Distance (ft)		275		1060	1060		528	528				445
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	50		270			150			270	300	300	
Storage Blk Time (%)	16	32	2				1				0	
Queuing Penalty (veh)	19	16	1				0				0	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	136
Average Queue (ft)	51
95th Queue (ft)	109
Link Distance (ft)	445
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	LT	R	LT	R
Maximum Queue (ft)	39	16	98	130	122	54	56
Average Queue (ft)	5	0	22	43	48	19	20
95th Queue (ft)	24	2	63	96	88	49	49
Link Distance (ft)		1060		782		248	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	440		300		50		50
Storage Blk Time (%)				16	3	2	1
Queuing Penalty (veh)				20	2	0	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	15	51	10	163	154
Average Queue (ft)	2	17	0	78	37
95th Queue (ft)	12	46	6	152	111
Link Distance (ft)	541		376		603
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		150		100	
Storage Blk Time (%)				11	0
Queuing Penalty (veh)				6	0

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	15	48	212	170	59
Average Queue (ft)	1	5	73	55	29
95th Queue (ft)	6	24	138	141	57
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	159	195	60	104	94	160	118	189	142
Average Queue (ft)	69	73	17	47	53	46	36	75	76
95th Queue (ft)	140	149	46	84	86	110	90	147	126
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	206	174	186	87	209	224	63	104	160	171	152	242
Average Queue (ft)	108	80	99	38	110	120	24	54	77	73	56	110
95th Queue (ft)	186	151	162	72	176	201	52	96	132	132	114	201
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	30	128	138	76	115	81	121	108	45
Average Queue (ft)	2	42	59	32	45	24	50	44	9
95th Queue (ft)	14	96	109	65	94	62	103	80	33
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	94	97	84	127	67	108	96	97	115	77	101	133
Average Queue (ft)	34	34	26	29	15	34	28	37	28	23	29	45
95th Queue (ft)	75	77	61	80	45	74	67	79	72	58	79	101
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	75	91	96	92	93	202	53	115	111	90	85	112
Average Queue (ft)	25	37	45	39	40	84	9	51	32	30	20	39
95th Queue (ft)	56	77	94	81	83	157	36	105	78	67	60	89
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	146	123	161	77	172	220	117	262	226	159	168	187
Average Queue (ft)	50	65	80	29	75	115	41	153	103	84	82	105
95th Queue (ft)	111	114	133	66	142	212	85	239	213	147	148	177
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB		
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR		
Maximum Queue (ft)	77	99	68	37	104	74	57	213	119	203		
Average Queue (ft)	21	32	13	10	32	16	17	77	53	109		
95th Queue (ft)	55	79	44	33	79	49	46	147	106	188		
Link Distance (ft)		705	705		560	560		500		1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			200		200			
Storage Blk Time (%)								0		1		
Queuing Penalty (veh)								0		1		

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	89	160	52	88	96	38	23
Average Queue (ft)	45	58	16	30	38	11	4
95th Queue (ft)	81	114	44	63	77	36	17
Link Distance (ft)		204		1216			496
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	50		100		220	300	
Storage Blk Time (%)	8	6		0			
Queuing Penalty (veh)	15	5		0			

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	TR	LTR	L	TR	L
Maximum Queue (ft)	37	45	135	51	6	31
Average Queue (ft)	14	26	50	11	0	8
95th Queue (ft)	39	46	93	36	3	31
Link Distance (ft)		1216	136		714	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	270			230		120
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	244	170	267	169	251	158	114	174	186
Average Queue (ft)	54	152	75	111	99	65	46	45	85	80
95th Queue (ft)	128	251	147	212	168	176	110	93	152	150
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	6	40	5	19	9	2		0	3	
Queuing Penalty (veh)	15	22	8	19	14	6		0	2	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	245	150	161	42	212	185	113	66	72	207	126
Average Queue (ft)	80	75	118	11	98	35	39	26	8	75	28
95th Queue (ft)	163	138	179	31	184	109	96	57	39	157	77
Link Distance (ft)	1243		136	136		399	399			714	714
Upstream Blk Time (%)			15								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	7	2			3	0	0			9	
Queuing Penalty (veh)	21	3			4	0	0			2	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	167	326	30	162	134	137	160	180
Average Queue (ft)	62	134	3	48	44	39	42	58
95th Queue (ft)	126	252	15	111	99	95	120	142
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	67	127
Average Queue (ft)	9	47
95th Queue (ft)	39	84
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	378	100	222	105	117	185	143	169	130	148
Average Queue (ft)	176	68	102	50	29	69	52	56	40	59
95th Queue (ft)	301	132	184	80	75	153	118	118	99	129
Link Distance (ft)	999		306	306		1172	1172		983	983
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50			100			280		
Storage Blk Time (%)	59	1			0	4				
Queuing Penalty (veh)	47	1			0	2				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	113	118	99	98	89	44	104	68	90	46	120	113
Average Queue (ft)	45	47	47	39	40	16	28	17	30	10	24	33
95th Queue (ft)	90	99	75	87	85	43	68	50	73	31	73	85
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	172	312	110	111	78	144	106	135	42	96	116	42
Average Queue (ft)	104	96	29	32	32	35	16	21	8	27	33	11
95th Queue (ft)	168	201	75	79	65	82	61	76	29	76	83	33
Link Distance (ft)		437			809		770	770		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	33	5								0		
Queuing Penalty (veh)	57	7								0		

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	LT	TR	LT	R	L	L	TR
Maximum Queue (ft)	36	28	46	44	21	33	6
Average Queue (ft)	7	4	14	11	3	3	0
95th Queue (ft)	28	20	40	32	19	19	4
Link Distance (ft)	289	289	318	318			941
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					190	350	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	109	55	146	94	15	40
Average Queue (ft)	55	39	48	9	1	3
95th Queue (ft)	95	58	106	53	7	19
Link Distance (ft)	375	375	1204	1204	514	514
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	68	273	247	246	52	206	249	262	260	41	84	114
Average Queue (ft)	16	174	135	100	9	96	62	81	99	11	39	40
95th Queue (ft)	48	282	251	202	30	177	166	188	214	30	83	86
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		0							0			
Queuing Penalty (veh)		0							0			

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	27	112	94	20
Average Queue (ft)	7	37	35	3
95th Queue (ft)	22	83	74	14
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 61: Mall Middle

Movement	EB	NB	B35	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	91	236	155	14	63
Average Queue (ft)	43	156	19	1	11
95th Queue (ft)	70	251	88	9	36
Link Distance (ft)	208	152	514	760	
Upstream Blk Time (%)		12			
Queuing Penalty (veh)		67			
Storage Bay Dist (ft)					300
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	124	119	67	180	124	219
Average Queue (ft)	37	44	12	60	37	76
95th Queue (ft)	91	96	43	138	97	155
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	105	140	162	105	7	66	52	64	65	3	323	153
Average Queue (ft)	34	27	42	10	0	10	5	10	10	0	172	16
95th Queue (ft)	79	89	110	55	4	37	25	41	37	2	279	84
Link Distance (ft)		978	978	978			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											3	
Queuing Penalty (veh)											2	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	65	35	24	67
Average Queue (ft)	24	7	2	27
95th Queue (ft)	56	27	14	55
Link Distance (ft)			1056	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1729

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	57.1	29.7	8.0	74.6	20.9	6.7	46.7	37.9	4.4	55.7	33.6	3.1

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	30.6

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	1.4	0.8	0.0	0.0
Total Del/Veh (s)	62.4	5.7	3.6	63.2	11.1	4.9	41.2	1.7	8.4	51.8	72.8	11.7

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	10.5

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.5	0.9	0.0
Total Del/Veh (s)	67.6	10.6	4.6	49.0	49.0	14.3	2.9	41.6	45.8	14.0	49.3	46.4

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.1
Total Del/Veh (s)	15.9	18.5

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	2.8	4.2	2.2	1.8	8.8	4.7	2.8

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.2	3.8	0.0	0.0
Total Del/Veh (s)	28.0	44.4	6.2	1.6	43.3	10.9	3.0	60.9	44.3	0.9	54.6	57.8

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.2
Total Del/Veh (s)	10.4	14.1

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	2.2	2.5	0.5
Total Del/Veh (s)	13.6	0.4	28.1	1.8	44.0	42.4	16.0	17.3

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.5	1.9	2.2	7.0	5.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.1	0.1	0.3		0.4
Total Del/Veh (s)	36.1	3.8	1.4	55.6	7.6	4.6	55.8	52.4	14.2	55.2		26.0

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.4

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.2	3.0	0.7
Total Del/Veh (s)	17.7	2.1	84.8	9.4	18.4	31.8	18.5

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	1.0	3.6	0.2
Total Del/Veh (s)	15.4	4.4	22.7	16.4	48.2	6.1	18.2

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.0	0.0	0.0	1.3	0.3	1.5	1.0	0.1	0.6	0.0	0.0	0.0
Total Del/Veh (s)	52.8	19.0	3.1	54.9	11.7	6.1	38.6	51.7	4.6	36.1	35.3	2.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	19.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.2	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.4	0.9
Total Del/Veh (s)	58.0	45.3	24.5	42.3	35.6	8.5	13.0	13.0	9.5	13.6	4.8	2.5

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.2

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	3.7
Total Del/Veh (s)	3.1	1.3	0.9	4.2	0.4	0.2	13.7	3.0	5.4	9.2	15.1	4.2

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.0

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.7	3.0	0.3	5.9	0.0	1.7	0.6

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.8	5.1	0.4	13.8	3.2	1.5

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.3	0.9	5.2	1.5	24.1	0.1	0.7	2.3

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.3	0.2
Total Del/Veh (s)	10.1	9.6	3.3	11.1	13.0	11.6	43.1	25.7	17.4	31.0	21.7	4.1

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.3

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	3.0	0.2	0.0	0.0	0.0	0.1	0.5
Total Del/Veh (s)	6.9	3.5	9.6	5.6	17.1	4.1	8.4	4.4	7.7

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.1	0.1	0.0	0.0	0.0	2.9	0.6	1.2	0.0	0.0	0.0
Total Del/Veh (s)	52.3	38.7	5.4	44.3	30.0	20.6	9.0	5.8	5.4	29.9	11.7	5.4

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	13.2

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	3.8	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	43.9	51.7	31.8	34.1	21.6	20.0	11.0	4.4	2.5	6.1	6.4	1.9

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	21.8

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.2	0.1	3.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	55.8	39.3	21.5	43.7	38.2	24.9	43.0	16.0	1.5	37.0	10.9	2.0

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	29.0

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.1	0.1	3.7	0.1	0.1	3.3	0.4	0.3	0.0	0.0	0.0
Total Del/Veh (s)	7.7	3.4	0.0	9.3	4.0	1.2	44.7	40.0	14.4	47.7	18.8	18.7

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	13.4

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	6.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.9	3.0	2.7	0.7	4.0	4.4	1.2	1.0	2.9	0.5	1.4

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	0.2	2.8	4.0	3.5	3.1	0.3	0.0	0.7	0.8	1.0

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.0	0.5	0.0	0.0		0.0	0.0		1.4	0.1	0.0
Total Del/Veh (s)	59.0	54.9	8.4	36.5	28.0	2.9	7.5	4.1		50.9	1.6	0.8

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.6

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.4	0.1	0.1	0.0
Total Del/Veh (s)	7.3	5.4	4.9	52.8	6.1	3.1	2.6	1.8	0.6	0.2	3.0

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	41.6	38.6	21.1	32.1	17.3	14.2	9.1	7.9	4.9	16.4	10.2	7.3

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	11.3

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	1.1	1.9	0.8	10.5	0.6	3.3	1.9

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.6	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	40.6	32.3	6.8	38.4	37.1	3.9	5.5	2.9	1.6	6.5	3.7	2.2

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	14.9

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	5.6	0.1	0.1	4.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.4	54.6	4.0	46.6	33.5	3.8	4.9	2.9	3.6	7.7	4.3	1.6

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	9.1

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	4.2	0.1	0.1	3.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	44.8	50.7	18.8	34.4	5.9	7.9	7.2	6.9	9.2	2.8	0.4	10.0

33: Burnhaven Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0		0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.6	7.1	7.4	2.7	3.9	0.6	1.5		0.5	0.4	1.4

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	2.9	5.0	2.1	0.2	0.1	2.1

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.2	2.0	0.0	0.0	0.0	3.8	0.2	5.6	4.2	0.3	4.9
Total Del/Veh (s)	53.8	14.9	2.8	39.2	7.2	8.4	50.9	58.9	4.2	47.2	39.9	8.7

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.3

61: Mall Middle Performance by movement

Movement	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	3.9	0.4
Total Del/Veh (s)	3.3	3.7	0.4	0.2	2.7

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.5	3.6	0.2
Total Del/Veh (s)	2.7	3.5	44.4	4.8	36.3	42.3	8.2

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.5	2.8	4.2	0.1	3.4
Total Del/Veh (s)	48.2	5.1	1.8	52.5	7.8	6.8	46.7	21.4	5.0	48.6	56.4	11.3

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	12.8

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	59.7

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	L	L	T	T	T	R	L
Maximum Queue (ft)	97	125	251	265	302	36	66	147	144	158	36	188
Average Queue (ft)	63	100	196	201	210	20	42	86	99	107	11	136
95th Queue (ft)	100	148	254	292	347	48	78	171	162	180	47	203
Link Distance (ft)			2516	2516	2516			1228	1228	1228		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				310	310				310	300
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	T	T	L	L	T	T	R
Maximum Queue (ft)	207	227	238	105	122	123	76	80
Average Queue (ft)	164	158	176	67	91	71	40	30
95th Queue (ft)	223	246	264	116	133	128	88	87
Link Distance (ft)		1256	1256			528	528	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300			310	310			310
Storage Blk Time (%)		1	0					
Queuing Penalty (veh)		2	0					

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	T	L	T	T	T	R	L	R	L
Maximum Queue (ft)	82	30	39	62	31	154	185	203	3	36	22	58
Average Queue (ft)	45	11	12	23	12	65	87	105	1	13	7	34
95th Queue (ft)	100	43	38	64	33	160	199	223	4	40	28	77
Link Distance (ft)		1228	1228	1228		1021	1021	1021				
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	330				350				300	100	100	100
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

Intersection: 2: Irving Ave & CSAH 42

Movement	SB
Directions Served	TR
Maximum Queue (ft)	45
Average Queue (ft)	31
95th Queue (ft)	62
Link Distance (ft)	782
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	39	52	135	123	223	27	112	83	185	187	217	43
Average Queue (ft)	18	33	82	87	141	10	65	40	117	138	153	19
95th Queue (ft)	50	61	144	136	244	30	125	82	198	208	232	51
Link Distance (ft)			1021	1021	1021				741	741	741	741
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				260	440	440				
Storage Blk Time (%)					1							
Queuing Penalty (veh)					0							

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	77	78	62	55	44	43	83	70	55
Average Queue (ft)	35	53	29	34	26	25	49	38	28
95th Queue (ft)	82	90	70	64	59	52	92	83	62
Link Distance (ft)			983	983				384	384
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	215	215			265	150	150		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: 3/4 Access & CSAH 42

Movement	NB	SB
Directions Served	R	R
Maximum Queue (ft)	49	29
Average Queue (ft)	30	13
95th Queue (ft)	51	34
Link Distance (ft)	284	234
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	UL	L	T	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	26	35	113	110	65	63	25	90	116	133	164	184
Average Queue (ft)	10	11	66	58	37	37	10	66	89	81	115	143
95th Queue (ft)	38	37	141	119	85	71	29	114	141	145	169	202
Link Distance (ft)			569	569	569	569				855	855	855
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250					260	450	450			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: Aldrich Ave & CSAH 42

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	L	L	T	R
Maximum Queue (ft)	156	47	81	60	26	36	50	172	20
Average Queue (ft)	100	21	54	26	11	17	19	121	6
95th Queue (ft)	167	51	107	65	34	43	59	206	26
Link Distance (ft)	855			722	722			387	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)		300	300			170	170		210
Storage Blk Time (%)								5	
Queuing Penalty (veh)								2	

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB
Directions Served	T	T	T	T	T	L	L	T	T	T	T	R
Maximum Queue (ft)	135	119	62	59	70	72	102	26	9	7	6	285
Average Queue (ft)	71	63	33	31	30	44	69	8	3	1	2	190
95th Queue (ft)	137	130	78	65	77	86	108	30	16	10	12	296
Link Distance (ft)		855	855	855	855			513	513	513	513	460
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200					360	360					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 6: Buck Hill Road & CSAH 42

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	R	R
Maximum Queue (ft)	239	329	338	120	69
Average Queue (ft)	106	248	207	93	48
95th Queue (ft)	248	361	392	134	81
Link Distance (ft)	460		1864		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		300		650	650
Storage Blk Time (%)		6	0		
Queuing Penalty (veh)		38	0		

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R
Maximum Queue (ft)	144	165	80	24	35	53	153
Average Queue (ft)	126	140	23	5	9	17	89
95th Queue (ft)	151	191	86	34	40	55	177
Link Distance (ft)		513	444	444	444	444	444
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	350						
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	L	T	T	T	T	T
Maximum Queue (ft)	226	249	92	80	66	77	58	163	156	126	86	94
Average Queue (ft)	149	164	53	38	34	28	30	110	103	36	52	53
95th Queue (ft)	249	256	102	86	75	73	72	168	172	115	107	107
Link Distance (ft)			444	444	444	444		492	492	492	492	492
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360					260					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 8: Nicollet Ave & CSAH 42

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	LT	R	R
Maximum Queue (ft)	71	41	56	39	114	112	108	126
Average Queue (ft)	14	21	18	24	88	76	68	74
95th Queue (ft)	102	49	59	46	131	125	125	130
Link Distance (ft)			1059	1059		758	758	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300	100			300			300
Storage Blk Time (%)			0					
Queuing Penalty (veh)			0					

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	T	L	T	T	T	T	L	LT
Maximum Queue (ft)	204	255	215	148	146	55	100	110	120	177	51	40
Average Queue (ft)	136	172	137	91	87	27	58	50	54	94	20	25
95th Queue (ft)	231	275	237	149	167	62	118	120	127	203	58	59
Link Distance (ft)		492	492	492	492		544	544	544	544		1805
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250					60					450	
Storage Blk Time (%)	0	1				4	5					
Queuing Penalty (veh)	0	4				15	2					

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	291	407
Average Queue (ft)	220	322
95th Queue (ft)	311	449
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	700	700
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	UL	L	T	T	T	T	T	T	T	R	L	LT
Maximum Queue (ft)	275	271	13	56	44	160	153	136	212	129	146	196
Average Queue (ft)	143	143	5	27	15	122	102	73	131	87	106	153
95th Queue (ft)	316	319	17	65	46	192	174	157	231	143	155	218
Link Distance (ft)	544	544	544	544	544	978	978	978	978			1156
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)										300	325	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	NB
Directions Served	R
Maximum Queue (ft)	35
Average Queue (ft)	26
95th Queue (ft)	42
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	325
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	68	197	177	16	115	145	183	48	137	141	28	78
Average Queue (ft)	36	128	129	9	52	101	133	29	95	88	6	40
95th Queue (ft)	70	228	217	20	121	172	203	52	145	152	41	89
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)										1		
Queuing Penalty (veh)										2		

Intersection: 11: Portland Ave & CSAH 42

Movement	SB
Directions Served	T
Maximum Queue (ft)	79
Average Queue (ft)	50
95th Queue (ft)	97
Link Distance (ft)	1884
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	46	65	157	13	74	76	164	147	108	8	90	67
Average Queue (ft)	21	38	105	4	40	17	67	71	42	2	49	23
95th Queue (ft)	59	93	179	15	79	101	188	174	116	11	97	71
Link Distance (ft)		275		1060	1060		528	528				445
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	50		270			150			270	300	300	
Storage Blk Time (%)	3	11					2					
Queuing Penalty (veh)	2	2					0					

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	38
Average Queue (ft)	16
95th Queue (ft)	55
Link Distance (ft)	445
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	L	L	LT	R	LT	R
Maximum Queue (ft)	14	20	31	35	39	37
Average Queue (ft)	3	4	21	16	24	13
95th Queue (ft)	14	22	40	43	50	41
Link Distance (ft)			782		248	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	440	300		50		50
Storage Blk Time (%)			0	0	1	0
Queuing Penalty (veh)			0	0	0	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	NB	NB
Directions Served	L	R
Maximum Queue (ft)	31	19
Average Queue (ft)	11	7
95th Queue (ft)	35	28
Link Distance (ft)		603
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	WB	NB	NB
Directions Served	TR	L	L	R
Maximum Queue (ft)	7	51	15	16
Average Queue (ft)	1	29	4	9
95th Queue (ft)	11	58	18	22
Link Distance (ft)	760		496	496
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		300		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	34	61	9	21	51	28	28	14	12
Average Queue (ft)	12	19	2	6	16	7	6	4	4
95th Queue (ft)	49	65	13	27	53	33	30	18	15
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	69	44	66	44	120	184	16	81	75	70	84	67
Average Queue (ft)	40	30	43	24	72	138	7	52	58	47	49	37
95th Queue (ft)	70	50	76	51	124	221	24	95	86	75	108	72
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	52	59	76	94	102	83	66	20
Average Queue (ft)	31	39	51	54	58	64	40	6
95th Queue (ft)	64	71	90	101	115	95	72	26
Link Distance (ft)	2386	2386		970	970	3157		238
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			270				250	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	81	106	65	26	68	88	84	127	100	8	71	86
Average Queue (ft)	47	76	33	6	30	55	58	77	61	3	28	46
95th Queue (ft)	87	137	74	23	74	107	94	142	117	17	80	99
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	23	117	103	56	74	139	42	51	44	23	27	26
Average Queue (ft)	9	82	58	34	31	77	12	23	14	5	12	11
95th Queue (ft)	26	130	137	65	92	162	44	61	49	26	33	37
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	46	66	48	142	164	40	121	58	71	52	67
Average Queue (ft)	71	22	44	32	96	118	19	80	22	42	28	37
95th Queue (ft)	141	54	82	69	161	202	48	121	63	73	64	72
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB		
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR		
Maximum Queue (ft)	50	36	30	27	67	46	31	114	21	112		
Average Queue (ft)	36	13	7	12	34	21	6	76	7	61		
95th Queue (ft)	58	38	27	41	74	56	35	131	28	123		
Link Distance (ft)		705	705		560	560		500		1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			200		200			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB
Directions Served	L	TR	L	TR	L
Maximum Queue (ft)	20	10	10	31	28
Average Queue (ft)	8	6	4	12	6
95th Queue (ft)	30	25	21	36	31
Link Distance (ft)		204		1216	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50		100		220
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB
Directions Served	L	TR	LTR	L
Maximum Queue (ft)	20	30	30	9
Average Queue (ft)	6	14	12	2
95th Queue (ft)	25	38	36	13
Link Distance (ft)		1216	136	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	270			230
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	41	36	47	29	33	18	36	18	25	16
Average Queue (ft)	19	19	14	8	12	5	8	7	9	7
95th Queue (ft)	47	46	49	29	35	27	39	26	28	24
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	0	0								
Queuing Penalty (veh)	0	0								

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	NB	NB	NB	NB	SB
Directions Served	LT	R	LT	L	T	T	R	T
Maximum Queue (ft)	23	20	23	17	16	7	5	16
Average Queue (ft)	9	6	8	3	3	3	1	3
95th Queue (ft)	27	21	31	18	16	13	8	14
Link Distance (ft)	1243		136		387	387		714
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		100		160			130	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	158	83	38	115	88	50	73	78
Average Queue (ft)	70	53	16	64	63	26	20	39
95th Queue (ft)	187	108	40	130	108	60	77	104
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	38
Average Queue (ft)	4	24
95th Queue (ft)	26	49
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	169	75	122	57	16	24	30	40	8	38
Average Queue (ft)	102	25	52	33	3	8	10	20	2	14
95th Queue (ft)	176	87	121	57	17	33	32	52	11	44
Link Distance (ft)	999		306	306		1172	1172		983	983
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		50			100			280		
Storage Blk Time (%)	42									
Queuing Penalty (veh)	15									

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	18	58	46	67	52	38	41	24	42	23	15	27
Average Queue (ft)	5	25	27	38	39	17	10	7	19	13	6	9
95th Queue (ft)	23	60	53	79	64	50	40	25	51	31	26	28
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T
Maximum Queue (ft)	65	46	58	41	29	9	15	86	41	34	56
Average Queue (ft)	39	20	23	29	15	2	5	35	16	8	14
95th Queue (ft)	73	52	64	59	39	9	17	91	45	33	52
Link Distance (ft)		437			809		758	758		1054	1054
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	75		450	450		205			125		
Storage Blk Time (%)	2	0									
Queuing Penalty (veh)	0	0									

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB
Directions Served	LT	TR	LT	R	L
Maximum Queue (ft)	19	18	25	22	10
Average Queue (ft)	4	4	16	8	2
95th Queue (ft)	20	19	34	26	14
Link Distance (ft)	289	289	318	318	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					190
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB
Directions Served	L	R	LT	T
Maximum Queue (ft)	31	38	43	9
Average Queue (ft)	26	31	19	4
95th Queue (ft)	43	50	55	18
Link Distance (ft)	375	375	1204	1204
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	39	234	220	170	17	129	36	73	79	25	61	64
Average Queue (ft)	12	172	144	111	6	67	16	38	51	7	30	38
95th Queue (ft)	38	261	239	211	19	133	46	87	92	26	73	72
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	6	103	60	13
Average Queue (ft)	3	44	32	7
95th Queue (ft)	12	113	68	21
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 61: Mall Middle

Movement	EB	NB	SB
Directions Served	R	L	R
Maximum Queue (ft)	44	74	7
Average Queue (ft)	36	45	1
95th Queue (ft)	53	79	11
Link Distance (ft)	208	152	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	44	37	17	36	73	51	74	41
Average Queue (ft)	24	12	7	15	24	33	40	20
95th Queue (ft)	57	40	31	41	77	67	72	47
Link Distance (ft)	1115	1115			1411	1411	660	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			310	320				350
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	L	T	T	T	R	L	T	R
Maximum Queue (ft)	71	55	55	10	27	48	28	77	3	212	41	20
Average Queue (ft)	29	22	31	2	11	20	12	39	1	164	14	14
95th Queue (ft)	88	57	67	12	36	55	34	87	4	234	42	37
Link Distance (ft)		978	978	978		1223	1223	1223			953	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				400				400	250		250
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 610: Plymouth Ave & CSAH 42

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	13	24	51
Average Queue (ft)	4	7	23
95th Queue (ft)	17	24	58
Link Distance (ft)		1056	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 86

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.2	0.3	1.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	65.7	41.5	16.3	68.2	27.0	10.6	66.7	47.6	11.1	67.9	48.2	14.5

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	38.4

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.1	0.1
Total Del/Veh (s)	83.6	14.7	11.2	41.1	10.4	9.6	53.1	40.1	23.5	54.4	46.8	30.8

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	16.7

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.7	0.1	0.7	1.0	0.1
Total Del/Veh (s)	58.6	27.9	17.9	104.4	105.8	51.3	33.6	57.7	46.5	24.3	46.3	38.1

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.3	0.1
Total Del/Veh (s)	32.6	42.9

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	5.8	6.9	4.2	4.5	28.7	33.7	6.7

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.7	3.2	0.1	0.0
Total Del/Veh (s)	53.0	53.0	24.9	7.3	70.0	31.1	13.9	86.4	61.7	12.2	43.2	45.4

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.3
Total Del/Veh (s)	23.6	33.7

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.3	0.7	1.6	0.3
Total Del/Veh (s)	40.0	12.3	41.9	9.1	62.9	48.5	38.5	33.0

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.1	4.4	10.4	19.1	11.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.3	0.2	19.2	12.3	19.7
Total Del/Veh (s)	50.5	18.2	2.8	62.4	25.2	6.4	66.5	63.3	27.0	55.1	55.8	59.7

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	3.8
Total Del/Veh (s)	30.2

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.7	5.2	1.3
Total Del/Veh (s)	31.7	6.1	120.3	23.9	32.4	32.3	29.9

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	1.1	3.5	0.2
Total Del/Veh (s)	20.7	10.4	40.6	24.0	53.3	14.3	23.2

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.5	0.3	1.4	1.1	0.2	1.3	1.1	0.2	1.2
Total Del/Veh (s)	52.5	23.6	4.1	78.1	20.2	7.3	60.0	51.8	12.7	51.3	55.0	4.5

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	27.6

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	0.3	0.5	0.0	0.0	0.0	0.3	0.0	0.0	3.0	1.2	0.9
Total Del/Veh (s)	56.3	68.4	33.8	46.1	28.7	15.0	34.1	44.2	15.4	44.1	25.5	17.4

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	33.6

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	4.2
Total Del/Veh (s)	7.3	2.3	2.5	9.5	1.1	0.8	99.1	21.5	15.1	76.3	61.7	8.6

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.5

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	1.4	8.8	0.6	47.7	0.3	5.5	3.4

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.1	10.4	1.0	103.2	7.0	5.6

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.6	0.1	0.0	0.1	0.1
Total Del/Veh (s)	8.8	1.7	16.2	5.4	50.3	4.8	9.4

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	3.0	0.4	0.5
Total Del/Veh (s)	40.5	23.3	18.3	27.1	39.8	34.3	58.1	55.2	39.9	51.0	36.1	28.4

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	36.7

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.3	0.2	0.1	0.5	0.1	0.1	0.3
Total Del/Veh (s)	21.0	12.5	12.5	23.7	5.3	3.2	33.0	13.3	30.6	5.3	12.0

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.3	0.5	0.2	0.0	0.0	2.9	0.3	0.3	0.2	0.0	0.0
Total Del/Veh (s)	59.7	43.8	34.1	57.1	37.1	25.5	29.9	17.3	11.6	23.0	29.5	26.9

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	30.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.0	0.2	0.0	0.0	3.5	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	33.4	34.8	27.0	41.6	42.5	34.8	16.3	17.1	8.5	19.3	19.2	15.5

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	28.0

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.0	0.1	3.0	0.2	0.3	3.3	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	40.6	34.5	26.8	60.8	47.0	35.9	68.8	32.8	16.9	57.6	22.6	17.4

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	36.1

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.0	0.2	0.3	3.2	0.1	0.2	3.9	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	10.1	8.1	4.7	11.3	9.9	5.1	52.5	44.6	23.3	41.7	22.1	22.5

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	15.1

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.4	0.4	1.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	11.6	4.7	11.3	10.6	4.4	4.4	1.5	1.7	3.9	1.1	0.9

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	3.7

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.4	10.5	4.4	10.6	9.8	5.4	4.3	1.6	1.7	4.5	1.1	1.0

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.9

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.6	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.1
Total Del/Veh (s)	51.3	58.6	35.5	42.2	30.4	19.3	13.8	5.5	4.2	64.0	11.7	6.5

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	18.4

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	1.3	1.4	0.5	0.2	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	54.4	50.9	10.1	52.1	52.5	4.2	21.2	10.1	6.1	15.3	6.8	3.3

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	15.9

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	49.3	51.7	39.9	49.2	26.7	34.8	31.6	23.5	18.7	28.8	15.6	13.4

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	24.2

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	1.9	1.9	1.7	12.7	1.5	7.4	3.0

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.4	6.2	7.6	8.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.3	47.2	16.9	34.7	36.3	10.8	23.0	14.7	7.0	11.0	5.1	5.2

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	2.2
Total Del/Veh (s)	17.7

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.2	0.2	3.7	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.0	60.4	6.7	50.0	53.7	4.5	9.3	3.7	3.3	13.5	8.7	5.8

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	16.6

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	1.3	1.1	3.7	0.8	0.7	0.0	0.0	0.0	0.5	0.0	0.3
Total Del/Veh (s)	55.2	77.9	23.4	49.5	63.4	13.2	18.5	7.1	7.3	15.0	9.2	2.7

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	19.7

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	9.2	10.9	3.0	10.7	12.4	3.4	5.2	1.6	1.6	3.5	0.7	0.7

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.7

35: Buck Hill Road & Mall Middle Performance by movement

Movement	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.5	0.0	0.7	3.4	0.7
Total Del/Veh (s)	6.7	11.3	1.1	0.9	6.6

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	55.8	7.1	8.8	2.7	0.9	0.7	6.5

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.2	2.0	0.0	0.0	0.0	4.0	0.3	3.9	4.0	0.3	3.9
Total Del/Veh (s)	75.8	16.1	4.2	41.2	9.6	11.4	61.8	59.1	7.6	65.9	55.3	7.6

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	15.4

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	4.1	4.3	5.9	55.1	7.1

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.6	3.5	3.5	0.2	3.7
Total Del/Veh (s)	52.1	9.8	3.3	64.4	12.5	5.9	54.7	48.1	7.8	45.1	39.5	10.5

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.4

Total Network Performance

Denied Del/Veh (s)	2.7
Total Del/Veh (s)	113.1

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	217	383	474	435	434	325	195	196	351	377	366	216
Average Queue (ft)	118	158	270	251	238	97	85	92	210	232	246	34
95th Queue (ft)	190	261	396	373	368	226	151	153	318	337	351	129
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)		0	3		2		0	0	0		2	
Queuing Penalty (veh)		0	10		7		0	0	0		5	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	298	314	272	290	173	230	268	285	294	299
Average Queue (ft)	137	161	127	153	58	128	149	184	181	147
95th Queue (ft)	237	262	214	243	146	205	232	262	259	263
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)	0	1	0	0			0	0	0	0
Queuing Penalty (veh)	1	2	0	0			0	0	1	0

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	141	239	459	239	22	218	93	134	175	41	71	98
Average Queue (ft)	65	59	73	93	3	107	33	57	81	4	18	27
95th Queue (ft)	125	156	267	203	14	195	85	118	149	18	53	69
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)											0	0
Queuing Penalty (veh)											0	0

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	66	152	202
Average Queue (ft)	18	64	105
95th Queue (ft)	50	124	180
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	0	4	13
Queuing Penalty (veh)	0	7	10

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	184	172	374	400	436	266	239	370	565	602	670	265
Average Queue (ft)	97	93	159	168	209	47	130	137	392	429	490	227
95th Queue (ft)	167	149	301	325	371	148	225	262	510	565	647	349
Link Distance (ft)			1021	1021	1021				741	741	741	
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	350	350				260	440	440				165
Storage Blk Time (%)			0		5				4		46	1
Queuing Penalty (veh)			0		7				10		122	7

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	224	245	241	186	196	188	222	265	283
Average Queue (ft)	108	132	113	96	69	82	119	129	170
95th Queue (ft)	183	213	192	158	144	151	193	222	267
Link Distance (ft)			981	981				384	384
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	215	215			265	150	150		
Storage Blk Time (%)	0	1	0		0	0	3	4	
Queuing Penalty (veh)	0	1	1		0	1	5	11	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	NB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	13	4	187	183
Average Queue (ft)	0	0	83	71
95th Queue (ft)	10	3	156	138
Link Distance (ft)	741	741	319	246
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	UL	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	157	194	377	386	353	141	274	278	502	436	534	325
Average Queue (ft)	89	71	211	203	197	31	147	165	249	263	318	199
95th Queue (ft)	145	122	318	317	303	90	241	255	393	378	459	401
Link Distance (ft)			568	568	568				850	850	850	
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	400	400				260	450	450				225
Storage Blk Time (%)			0		3		0	0	0		27	1
Queuing Penalty (veh)			0		3		0	0	0		126	3

Intersection: 5: Aldrich Ave & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	R
Maximum Queue (ft)	228	261	150	166	284	219	265	289	130
Average Queue (ft)	117	160	74	66	117	120	137	138	61
95th Queue (ft)	198	232	137	137	240	194	225	235	110
Link Distance (ft)			734	734				399	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300	300			300	170	170		210
Storage Blk Time (%)		0			0	1	4	5	
Queuing Penalty (veh)		0			0	4	11	24	

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	R	R
Maximum Queue (ft)	300	586	396	382	197	138	168	235	206	258	425	345
Average Queue (ft)	248	285	241	245	23	78	95	91	74	118	273	199
95th Queue (ft)	326	487	362	358	105	132	146	201	167	235	394	334
Link Distance (ft)		850	850	850				512	512	512	471	471
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	200				300	360	360					
Storage Blk Time (%)	23	19		3								
Queuing Penalty (veh)	142	116		3								

Intersection: 6: Buck Hill Road & CSAH 42

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	L	R	R
Maximum Queue (ft)	313	348	340	292	311
Average Queue (ft)	188	199	210	186	190
95th Queue (ft)	272	290	297	278	280
Link Distance (ft)		1876	1876		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300			650	650
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	1			

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	396	419	344	172	108	253	248	297	399
Average Queue (ft)	266	274	21	6	4	134	123	165	197
95th Queue (ft)	366	386	165	92	75	229	213	257	320
Link Distance (ft)		512	512	512	512	440	440	440	440
Upstream Blk Time (%)		0	0	0	0				0
Queuing Penalty (veh)		1	0	0	0				1
Storage Bay Dist (ft)	350								
Storage Blk Time (%)	0	1							
Queuing Penalty (veh)	1	4							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R	L	T	T	T	T
Maximum Queue (ft)	281	323	397	388	327	305	128	118	342	401	401	406
Average Queue (ft)	173	185	207	192	176	164	5	34	204	225	254	234
95th Queue (ft)	257	288	359	341	297	276	59	82	300	333	356	353
Link Distance (ft)			440	440	440	440			488	488	488	488
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	360	360					175	260				
Storage Blk Time (%)	0	0	0			8			2			4
Queuing Penalty (veh)	0	0	2			6			1			14

Intersection: 8: Nicollet Ave & CSAH 42

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	LT	R	R
Maximum Queue (ft)	268	100	67	110	391	605	724	400
Average Queue (ft)	40	44	17	44	227	304	451	265
95th Queue (ft)	156	87	49	91	369	533	738	507
Link Distance (ft)			1059	1059		770	770	
Upstream Blk Time (%)						0	1	
Queuing Penalty (veh)						0	2	
Storage Bay Dist (ft)	300	100			300			300
Storage Blk Time (%)	0	2	0		2	7	34	2
Queuing Penalty (veh)	0	0	0		6	22	123	6

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	SB	SB
Directions Served	T	T	T	T	T	R	L	T	T	T	LT	R
Maximum Queue (ft)	349	506	498	476	454	332	160	433	440	556	230	510
Average Queue (ft)	251	304	295	296	237	23	103	180	180	346	122	332
95th Queue (ft)	385	466	455	445	397	149	178	352	350	555	205	465
Link Distance (ft)		488	488	488	488			551	551	551	1818	
Upstream Blk Time (%)		0	0	0	0			0	0	0		
Queuing Penalty (veh)		3	1	1	0			0	0	1		
Storage Bay Dist (ft)	250					300	60					700
Storage Blk Time (%)	3	9			1		57	12				
Queuing Penalty (veh)	19	46			3		241	12				

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB
Directions Served	R
Maximum Queue (ft)	481
Average Queue (ft)	273
95th Queue (ft)	422
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	R	L	LT	R
Maximum Queue (ft)	370	356	433	360	247	300	369	461	398	188	245	142
Average Queue (ft)	80	89	101	117	76	201	211	296	113	81	143	57
95th Queue (ft)	225	246	258	251	174	289	314	417	260	162	221	110
Link Distance (ft)	551	551	551	551	551	983	983	983			1156	
Upstream Blk Time (%)	0	0	0	0	0							
Queuing Penalty (veh)	0	0	1	0	0							
Storage Bay Dist (ft)									300	325		325
Storage Blk Time (%)								10				
Queuing Penalty (veh)								22				

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	155	394	610	87	226	312	344	136	238	196	211	270
Average Queue (ft)	57	228	251	20	117	156	192	25	111	79	73	137
95th Queue (ft)	118	379	473	54	210	262	291	84	202	155	171	232
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)		0			1	0	0		1	0	1	5
Queuing Penalty (veh)		0			5	0	0		2	1	2	13

Intersection: 11: Portland Ave & CSAH 42

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	319	55
Average Queue (ft)	133	2
95th Queue (ft)	249	40
Link Distance (ft)	1884	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	6	
Queuing Penalty (veh)	16	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	100	265	319	605	313	219	452	470	320	317	360	414
Average Queue (ft)	40	104	235	84	128	58	223	221	121	169	222	162
95th Queue (ft)	93	208	348	363	243	172	357	361	247	289	326	305
Link Distance (ft)		275		1060	1060		528	528				445
Upstream Blk Time (%)		0						0				0
Queuing Penalty (veh)		0						0				0
Storage Bay Dist (ft)	50		270			150			270	300	300	
Storage Blk Time (%)	12	38	10	0		0	23	3		0	2	0
Queuing Penalty (veh)	15	15	5	0		0	14	12		0	7	2

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	380
Average Queue (ft)	175
95th Queue (ft)	303
Link Distance (ft)	445
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	33	26	85	0	196	146	103	47
Average Queue (ft)	10	1	27	0	61	47	38	20
95th Queue (ft)	30	8	62	0	169	100	88	47
Link Distance (ft)		1060		541	782		248	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	440		300			50		50
Storage Blk Time (%)					37	6	17	0
Queuing Penalty (veh)					35	3	4	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	12	28	53	140	81
Average Queue (ft)	0	2	14	60	28
95th Queue (ft)	6	15	42	117	58
Link Distance (ft)	541	541			603
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150	100	
Storage Blk Time (%)				6	0
Queuing Penalty (veh)				3	0

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	9	35	138	150	124
Average Queue (ft)	0	4	59	50	41
95th Queue (ft)	6	20	105	131	85
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	196	200	57	115	120	251	193	183	114
Average Queue (ft)	85	94	12	53	56	77	63	80	47
95th Queue (ft)	166	171	40	95	92	186	152	156	97
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)						0			
Queuing Penalty (veh)						1			

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	308	347	343	297	437	462	127	249	262	360	346	455
Average Queue (ft)	173	153	162	55	230	251	49	111	143	196	109	190
95th Queue (ft)	290	301	290	144	367	403	102	208	236	322	229	340
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)	2	1			6			0		1		
Queuing Penalty (veh)	7	3			4			0		1		

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	38	294	315	166	160	143	143	160	39
Average Queue (ft)	4	101	121	77	70	48	67	73	9
95th Queue (ft)	22	208	237	135	137	112	126	130	33
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	252	390	479	177	186	220	160	264	249	241	480	476
Average Queue (ft)	97	172	232	53	63	85	73	124	112	47	219	233
95th Queue (ft)	199	305	408	121	146	174	131	222	219	148	383	402
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)		0	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)	0	7						0			8	
Queuing Penalty (veh)	1	7						0			6	

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	127	270	293	228	315	370	57	153	136	124	179	190
Average Queue (ft)	23	117	131	69	159	215	18	77	52	51	85	101
95th Queue (ft)	77	217	240	151	269	333	48	140	107	105	150	163
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)		0		0	4							
Queuing Penalty (veh)		0		0	3							

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	276	331	368	126	283	310	118	242	208	317	308	286
Average Queue (ft)	81	186	207	39	158	190	33	141	87	184	132	152
95th Queue (ft)	172	281	307	92	258	287	80	225	186	293	230	239
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)		2			0			0		2	0	
Queuing Penalty (veh)		2			0			0		5	0	

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB		
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR		
Maximum Queue (ft)	106	189	172	83	182	152	63	193	189	310		
Average Queue (ft)	49	84	64	30	79	51	17	71	64	142		
95th Queue (ft)	92	162	143	64	156	123	49	147	134	255		
Link Distance (ft)		705	705		560	560		500		1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			200		200			
Storage Blk Time (%)	0	1		0	1			0	0	3		
Queuing Penalty (veh)	0	1		0	1			0	1	3		

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	73	89	74	68	66	4	50	18
Average Queue (ft)	34	45	28	28	22	0	7	1
95th Queue (ft)	59	74	56	55	53	6	30	8
Link Distance (ft)		204		1216		795		496
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		100		220		300	
Storage Blk Time (%)	2	3	0					
Queuing Penalty (veh)	3	2	0					

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	TR
Maximum Queue (ft)	52	66	94	41	6	35	4
Average Queue (ft)	21	30	45	9	0	7	0
95th Queue (ft)	47	53	78	31	3	29	3
Link Distance (ft)		1216	136		714		650
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	270			230		120	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	259	169	218	139	150	141	119	174	169
Average Queue (ft)	43	121	63	75	58	19	24	39	58	57
95th Queue (ft)	109	226	134	159	126	97	82	92	137	129
Link Distance (ft)		303		1243		384	384		795	795
Upstream Blk Time (%)		0								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	60		100		100			130		
Storage Blk Time (%)	3	34	5	5	3	0		1	1	
Queuing Penalty (veh)	5	14	7	6	4	0		1	1	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	228	150	159	44	208	202	199	108	44	155	103
Average Queue (ft)	83	64	87	12	79	41	57	15	8	43	23
95th Queue (ft)	167	128	154	35	165	122	136	57	30	113	65
Link Distance (ft)	1243		136	136		399	399			714	714
Upstream Blk Time (%)			5								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	6	1			2	0	1		0	3	
Queuing Penalty (veh)	12	1			3	1	2		0	1	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	318	333	43	374	414	130	194	204
Average Queue (ft)	163	163	11	139	153	59	86	107
95th Queue (ft)	268	281	32	298	324	114	166	191
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)				2				
Queuing Penalty (veh)				0				

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	62	4	115
Average Queue (ft)	13	0	49
95th Queue (ft)	45	3	89
Link Distance (ft)	1152	999	1255
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	336	100	201	100	107	118	128	126	55	118
Average Queue (ft)	173	48	152	88	35	51	46	39	10	27
95th Queue (ft)	293	119	230	125	80	104	104	85	39	75
Link Distance (ft)	999		168			1172	1172		981	981
Upstream Blk Time (%)			17							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50		50	100			280		
Storage Blk Time (%)	55	0	45	7	0	1				
Queuing Penalty (veh)	28	1	117	14	0	1				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	98	143	91	225	136	64	69	66	102	73	113	114
Average Queue (ft)	36	62	46	120	61	27	19	15	25	21	28	33
95th Queue (ft)	77	121	76	205	120	54	49	48	72	53	85	89
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)				2			0	0			0	
Queuing Penalty (veh)				2			0	0			0	

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	174	428	164	206	132	123	56	96	59	168	200	50
Average Queue (ft)	136	164	83	103	43	35	5	11	12	64	67	11
95th Queue (ft)	199	350	149	177	94	88	22	43	42	140	151	33
Link Distance (ft)		437			809		770	770		1054	1054	
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	42	11				0				1	0	
Queuing Penalty (veh)	63	24				0				0	0	

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	30	29	63	55	31	27
Average Queue (ft)	11	7	15	13	6	4
95th Queue (ft)	34	27	41	37	25	18
Link Distance (ft)	289	289	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: Buck Hill Road & Mall Middle

Movement	EB	NB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	185	319	13	53
Average Queue (ft)	82	120	1	9
95th Queue (ft)	146	225	8	34
Link Distance (ft)	208	721	760	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	240	118	82	38	13	26
Average Queue (ft)	87	42	37	2	1	2
95th Queue (ft)	200	76	74	19	7	12
Link Distance (ft)	375	375	1204	1204	721	721
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	50	311	305	256	40	173	74	113	138	49	105	103
Average Queue (ft)	15	188	158	124	9	73	12	31	50	10	33	34
95th Queue (ft)	41	290	274	233	26	142	45	80	106	33	75	78
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	24	111	102	24
Average Queue (ft)	6	44	36	4
95th Queue (ft)	20	93	82	18
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	150	144	69	152	127	157
Average Queue (ft)	37	33	10	41	31	73
95th Queue (ft)	105	97	42	106	86	134
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	94	233	249	196	12	52	130	324	228	16	296	104
Average Queue (ft)	33	81	105	45	1	7	37	45	86	1	164	18
95th Queue (ft)	75	187	213	137	7	31	93	208	189	7	263	65
Link Distance (ft)		983	983	983			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)											2	
Queuing Penalty (veh)											1	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	64	45	34	68
Average Queue (ft)	22	8	6	28
95th Queue (ft)	53	29	25	57
Link Distance (ft)			1070	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1702

1: CSAH 5 & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.7	0.1	0.7	0.0	0.0	0.0	0.8	0.1	0.7	0.0	0.0	0.0
Total Del/Veh (s)	70.3	44.5	10.2	48.2	30.5	7.5	64.1	52.6	4.6	55.0	45.4	11.0

1: CSAH 5 & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	39.9

2: Irving Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.3	2.4	1.5	0.2	0.2
Total Del/Veh (s)	43.7	17.8	9.4	46.3	12.1	9.8	49.8	47.6	22.5	55.0	48.2	31.1

2: Irving Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	19.7

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.1	0.0	0.2	0.0	0.0	0.0	0.1	0.4	0.0	0.4	4.4	2.7
Total Del/Veh (s)	123.2	41.4	14.5	64.3	62.3	36.8	20.1	67.3	43.7	24.6	93.8	46.5

3: Burnhaven Dr & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	3.1	0.6
Total Del/Veh (s)	41.0	49.3

4: 3/4 Access & CSAH 42 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Total Del/Veh (s)	10.9	6.6	5.1	6.1	27.0	29.3	9.2

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.3	0.2	0.6	0.0	0.0	0.0	3.0	0.7	3.0	2.7	2.5
Total Del/Veh (s)	81.2	66.2	65.3	17.8	54.7	51.1	20.7	70.1	60.2	12.2	45.7	48.7

5: Aldrich Ave & CSAH 42 Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	1.2	0.7
Total Del/Veh (s)	28.3	51.3

6: Buck Hill Road & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.4	0.3	0.0	0.0	10.9	0.9	1.7	1.3
Total Del/Veh (s)	89.9	26.1	34.7	7.8	90.3	47.9	44.4	53.2

7: CSAH 42 & I-35W E Ramps Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.5	7.3	13.2	26.8	14.9

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.4	3.9	0.4	0.2	0.8
Total Del/Veh (s)	134.9	23.1	3.5	67.9	53.8	9.2	60.4	61.6	24.8	52.5	55.7	25.5

8: Nicollet Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	43.7

9: I-35E W Ramp & CSAH 42 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.5	5.1	1.0
Total Del/Veh (s)	25.0	7.5	114.3	18.7	35.9	83.3	33.7

10: I-35E E Ramp & CSAH 42 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	1.1	0.8	3.3	0.2
Total Del/Veh (s)	16.1	6.7	34.6	12.4	52.5	51.4	15.3	22.3

11: Portland Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.3	0.3	1.3	1.6	0.3	1.6	1.0	0.1	1.1
Total Del/Veh (s)	59.2	11.2	2.1	63.4	20.2	7.2	52.5	54.7	9.4	56.3	55.3	2.7

11: Portland Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	21.5

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.3	0.4	0.0	0.0	0.0	0.2	0.0	0.0	3.0	0.9	0.5
Total Del/Veh (s)	58.4	53.5	22.5	51.6	39.0	10.9	26.0	18.3	9.7	28.9	10.7	5.2

12: CSAH 5 & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	21.8

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	4.1
Total Del/Veh (s)	6.0	1.9	2.0	7.6	0.8	0.5	39.1	4.4	9.4	29.9	26.3	6.3

13: Irving Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.1

14: 141st Street & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.3	6.0	0.4	32.0	0.4	5.1	3.7

15: Burnhaven Dr & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	1.1	10.7	0.6	146.4	5.7	8.6

16: Aldrich Ave & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.1	2.2	13.6	3.5	50.0	13.6	10.1

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	3.2	0.2	0.3
Total Del/Veh (s)	23.9	16.9	15.4	20.9	26.0	17.3	37.1	31.7	21.9	30.1	25.0	15.4

17: Nicollet Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	22.6

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	12.6	8.2	7.6	11.8	3.9	1.8	20.9	2.6	10.7	18.4	18.5	4.3

18: Portland Ave & McAndrews Avenue Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.5

19: CSAH 5 & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.2	0.2	0.1	0.0	0.0	3.1	0.3	0.2	0.1	0.0	0.0
Total Del/Veh (s)	47.8	35.1	10.8	39.0	27.4	17.3	16.0	6.0	2.1	13.3	8.3	5.5

19: CSAH 5 & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.2

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.0	0.0	3.4	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	53.6	45.6	32.9	28.2	16.7	11.3	16.7	14.5	8.0	14.7	9.9	6.8

20: Burnhaven Dr & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.9

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	3.1	0.2	0.3	3.2	0.2	0.2	0.0	0.0	0.0
Total Del/Veh (s)	69.0	49.1	41.9	64.4	53.7	49.9	66.6	30.4	12.1	50.6	20.5	17.3

21: Buck Hill Road & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	38.3

22: Portland Ave & Southcross Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.4	0.1	0.2	3.2	0.1	0.2	3.6	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	9.5	4.6	1.8	6.9	6.2	2.8	59.2	51.0	30.7	56.4	28.2	30.2

22: Portland Ave & Southcross Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	15.9

23: Burnhaven Dr & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.3	13.6	5.1	15.2	13.0	6.9	6.2	1.9	1.7	3.7	1.4	1.1

23: Burnhaven Dr & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	4.7

24: Aldrich Ave & 140th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	3.4	4.4	10.3	11.8	6.1	4.6	1.7	1.8	4.8	1.0	0.6

24: Aldrich Ave & 140th Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.9

25: Burnhaven Dr & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	6.1	3.1	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1
Total Del/Veh (s)	47.7	57.1	37.5	51.4	26.2	23.5	20.4	10.1	11.9	61.9	24.7	15.2

25: Burnhaven Dr & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	24.2

26: Aldrich Ave & 141st Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	1.4	5.4	5.1	1.5	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	39.5	38.9	14.2	51.4	49.5	3.5	30.9	9.0	7.0	23.3	22.8	11.5

26: Aldrich Ave & 141st Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	19.9

27: CSAH 5 & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1
Total Del/Veh (s)	46.9	46.8	32.6	44.7	44.8	31.5	11.6	9.4	5.7	19.0	11.5	9.4

27: CSAH 5 & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	17.1

28: 143rd Street & Irving Ave Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	1.8	1.8	1.6	12.1	1.7	10.2	3.5

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.9	0.3	0.3	0.3	0.5	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	53.3	49.7	21.0	43.0	37.7	7.2	25.6	21.3	10.7	19.7	8.8	10.2

29: Burnhaven Dr & 143rd Street Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	20.8

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.3	0.3	4.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.0	58.0	6.6	53.8	58.7	4.9	10.7	4.7	4.5	9.3	9.9	7.2

30: Nicollet Ave & Nicollet Boulevard Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	14.2

32: Nicollet Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.7	0.6	4.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	53.3	72.3	13.5	55.0	66.6	7.3	13.8	7.2	7.9	9.1	9.0	3.4

32: Nicollet Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	14.3

33: Burnhaven Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.6	0.0	0.0
Total Del/Veh (s)	16.4	15.8	3.7	14.6	12.5	3.3	4.0	1.6	1.8	5.0	0.8	0.5

33: Burnhaven Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.8

36: Buck Hill Road & Mall South Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	98.3	7.9	14.8	5.1	0.7	0.5	10.7

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.3	0.2	2.1	0.0	0.0	0.0	4.0	0.3	4.0	3.9	0.3	4.2
Total Del/Veh (s)	58.2	12.6	3.9	69.6	12.2	9.8	59.3	55.8	8.2	64.8	60.3	9.3

37: Judicial/Rd & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	16.5

61: Mall Middle Performance by movement

Movement	EBR	NBL	SBT	SBR	All
Denied Del/Veh (s)	0.6	0.0	0.5	3.5	0.5
Total Del/Veh (s)	7.7	8.8	1.1	0.6	6.7

601: Nicollet Blvd & McAndrews Avenue Performance by movement

Movement	EBT	EBR	WBT	NBL	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.1
Total Del/Veh (s)	4.1	3.6	5.8	55.9	7.3

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	3.4	0.7	3.3	3.3	0.4	3.7
Total Del/Veh (s)	92.6	6.8	2.7	57.3	10.7	5.2	58.0	43.8	7.2	42.7	52.6	9.4

610: Plymouth Ave & CSAH 42 Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	13.2

Total Network Performance

Denied Del/Veh (s)	2.0
Total Del/Veh (s)	129.6

Intersection: 1: CSAH 5 & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	198	321	505	453	414	67	138	158	271	300	311	108
Average Queue (ft)	90	139	311	291	273	12	64	75	167	186	200	19
95th Queue (ft)	165	245	458	443	420	52	120	135	251	267	287	76
Link Distance (ft)			2516	2516	2516				1228	1228	1228	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				350	310	310				310
Storage Blk Time (%)		0	6		3						0	
Queuing Penalty (veh)		0	14		6						0	

Intersection: 1: CSAH 5 & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	241	255	241	283	65	202	230	188	182	251
Average Queue (ft)	134	150	117	148	9	118	137	94	89	94
95th Queue (ft)	206	221	196	235	45	183	206	168	152	212
Link Distance (ft)			1256	1256				528	528	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			300	310	310			310
Storage Blk Time (%)	0	0	0	0						
Queuing Penalty (veh)	0	0	0	0						

Intersection: 2: Irving Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	190	481	210	243	26	306	143	168	196	69	82	187
Average Queue (ft)	96	112	91	106	5	147	47	71	94	10	26	46
95th Queue (ft)	163	314	178	207	19	252	117	150	174	40	66	111
Link Distance (ft)		1228	1228	1228			1021	1021	1021			1255
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	330				330	350				300	100	
Storage Blk Time (%)						0					0	2
Queuing Penalty (veh)						0					0	3

Intersection: 2: Irving Ave & CSAH 42

Movement	NB	SB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	163	192	238
Average Queue (ft)	58	99	103
95th Queue (ft)	118	171	200
Link Distance (ft)			782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)	4	14	13
Queuing Penalty (veh)	3	21	16

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	388	406	472	414	452	360	234	274	466	536	605	265
Average Queue (ft)	236	220	244	247	279	92	146	143	304	314	369	214
95th Queue (ft)	384	378	389	362	418	281	218	233	416	452	552	351
Link Distance (ft)			1021	1021	1021				741	741	741	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				260	440	440				165
Storage Blk Time (%)	2	2	1		11				0		25	1
Queuing Penalty (veh)	11	10	3		13				1		90	3

Intersection: 3: Burnhaven Dr & CSAH 42

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	TR
Maximum Queue (ft)	225	259	292	194	200	200	250	404	370
Average Queue (ft)	119	146	121	95	93	171	216	252	224
95th Queue (ft)	201	234	226	160	170	238	288	427	342
Link Distance (ft)			983	983				384	384
Upstream Blk Time (%)								3	1
Queuing Penalty (veh)								11	3
Storage Bay Dist (ft)	215	215			265	150	150		
Storage Blk Time (%)	1	2	1			18	47	12	
Queuing Penalty (veh)	1	3	2			29	76	50	

Intersection: 4: 3/4 Access & CSAH 42

Movement	EB	EB	EB	EB	NB	SB
Directions Served	T	T	T	R	R	R
Maximum Queue (ft)	378	378	380	175	242	167
Average Queue (ft)	54	53	46	12	99	71
95th Queue (ft)	258	258	254	119	191	135
Link Distance (ft)	741	741	741		298	246
Upstream Blk Time (%)					0	0
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)				250		
Storage Blk Time (%)			3			
Queuing Penalty (veh)			5			

Intersection: 5: Aldrich Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	UL	L	T	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	226	350	576	580	567	581	360	249	405	612	705	785
Average Queue (ft)	128	201	354	363	336	329	86	133	164	326	364	451
95th Queue (ft)	200	395	605	601	583	593	306	218	280	501	569	696
Link Distance (ft)			570	570	570	570				850	850	850
Upstream Blk Time (%)			5	4	2	4					0	0
Queuing Penalty (veh)			29	23	9	23					0	1
Storage Bay Dist (ft)	250	250					260	450	450			
Storage Blk Time (%)	0		27			23				1		17
Queuing Penalty (veh)	0		74			14				4		102

Intersection: 5: Aldrich Ave & CSAH 42

Movement	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB		
Directions Served	R	L	L	T	T	R	L	L	T	R		
Maximum Queue (ft)	500	304	356	168	143	253	220	270	402	310		
Average Queue (ft)	293	163	211	91	76	116	174	223	243	117		
95th Queue (ft)	545	271	313	161	139	219	258	298	404	256		
Link Distance (ft)				722	722				399			
Upstream Blk Time (%)									2			
Queuing Penalty (veh)									19			
Storage Bay Dist (ft)	400	300	300			300	170	170		210		
Storage Blk Time (%)	0	0	2			0	3	20	18	1		
Queuing Penalty (veh)	2	0	2			0	16	93	127	5		

Intersection: 6: Buck Hill Road & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	T	R	L	L	T	T	T	R	R
Maximum Queue (ft)	869	862	875	887	400	183	186	136	186	219	503	478
Average Queue (ft)	611	610	563	513	130	99	118	23	19	43	403	325
95th Queue (ft)	890	894	872	851	402	160	174	81	115	161	541	473
Link Distance (ft)	850	850	850	850				512	512	512	471	471
Upstream Blk Time (%)	1	0	1	1							14	1
Queuing Penalty (veh)	5	3	4	9							0	0
Storage Bay Dist (ft)					300	360	360					
Storage Blk Time (%)				34								
Queuing Penalty (veh)				52								

Intersection: 6: Buck Hill Road & CSAH 42

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	L	R	R
Maximum Queue (ft)	314	305	349	340	372
Average Queue (ft)	173	176	193	219	234
95th Queue (ft)	255	251	284	305	332
Link Distance (ft)		1876	1876		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300			650	650
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	1	1			

Intersection: 7: CSAH 42 & I-35W E Ramps

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	T	T	R
Maximum Queue (ft)	445	502	519	494	251	254	400	463	444
Average Queue (ft)	323	348	109	74	41	106	102	151	282
95th Queue (ft)	415	455	417	347	254	202	258	311	429
Link Distance (ft)		512	512	512	512	440	440	440	440
Upstream Blk Time (%)		0	2	0	0		0	0	1
Queuing Penalty (veh)		0	15	2	0		0	1	7
Storage Bay Dist (ft)	350								
Storage Blk Time (%)	2	4							
Queuing Penalty (veh)	9	20							

Intersection: 8: Nicollet Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	T	R	L	T	T	T	T
Maximum Queue (ft)	402	436	506	464	422	424	272	359	596	503	518	558
Average Queue (ft)	305	318	290	236	212	236	15	170	477	414	393	368
95th Queue (ft)	430	455	510	395	340	357	117	413	668	567	528	578
Link Distance (ft)			440	440	440	440			488	488	488	488
Upstream Blk Time (%)		7	9	0	0	0			15	3	1	4
Queuing Penalty (veh)		0	67	2	0	1			112	20	8	32
Storage Bay Dist (ft)	360	360					175	260				
Storage Blk Time (%)	9	16	2			20		0	43			17
Queuing Penalty (veh)	54	94	11			14		1	21			84

Intersection: 8: Nicollet Ave & CSAH 42

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	T	R	L	LT	R	R
Maximum Queue (ft)	400	110	104	94	363	416	272	260
Average Queue (ft)	194	49	26	39	177	233	143	140
95th Queue (ft)	479	97	77	74	292	359	231	228
Link Distance (ft)			1059			770	770	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300	100		100	300			300
Storage Blk Time (%)	0	1	1	1	0	4	0	0
Queuing Penalty (veh)	0	1	1	0	1	9	0	0

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	T	R	L	T	T	T	T	L
Maximum Queue (ft)	342	450	429	426	377	256	160	445	438	428	436	211
Average Queue (ft)	192	235	238	236	185	50	98	158	150	175	146	39
95th Queue (ft)	330	381	377	378	329	161	168	355	352	348	339	131
Link Distance (ft)		488	488	488	488			544	544	544	544	
Upstream Blk Time (%)		0	0					0				
Queuing Penalty (veh)		0	0					1				
Storage Bay Dist (ft)	250					300	60					450
Storage Blk Time (%)	1	3			0		57	15				0
Queuing Penalty (veh)	6	16			1		275	16				0

Intersection: 9: I-35E W Ramp & CSAH 42

Movement	SB	SB	SB
Directions Served	LT	R	R
Maximum Queue (ft)	1216	750	715
Average Queue (ft)	385	458	490
95th Queue (ft)	1404	827	781
Link Distance (ft)	1803		
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)		700	700
Storage Blk Time (%)	1	4	11
Queuing Penalty (veh)	8	5	15

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	T	T	T	R	L	LT
Maximum Queue (ft)	314	283	74	333	177	405	397	376	347	162	241	266
Average Queue (ft)	156	157	13	37	26	266	241	232	214	52	130	175
95th Queue (ft)	255	252	47	161	110	390	369	348	320	108	223	255
Link Distance (ft)	544	544	544	544	544	978	978	978	978			1156
Upstream Blk Time (%)				0								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)										300	325	
Storage Blk Time (%)									1			
Queuing Penalty (veh)									2			

Intersection: 10: I-35E E Ramp & CSAH 42

Movement	NB
Directions Served	R
Maximum Queue (ft)	188
Average Queue (ft)	59
95th Queue (ft)	133
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	325
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 11: Portland Ave & CSAH 42

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	162	215	205	31	224	377	406	226	242	220	167	133
Average Queue (ft)	74	49	54	6	117	203	226	22	114	85	58	65
95th Queue (ft)	143	142	149	23	197	327	354	109	202	158	148	119
Link Distance (ft)		1223	1223	1223		2577	2577			1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	375				300			300	225		175	175
Storage Blk Time (%)					0	1	3		1	0	0	
Queuing Penalty (veh)					0	2	2		3	1	1	

Intersection: 11: Portland Ave & CSAH 42

Movement	SB
Directions Served	T
Maximum Queue (ft)	156
Average Queue (ft)	69
95th Queue (ft)	133
Link Distance (ft)	1884
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	100	203	304	317	177	78	180	180	155	237	293	174
Average Queue (ft)	43	88	169	45	72	28	76	85	58	92	167	64
95th Queue (ft)	95	177	273	167	139	64	153	163	122	214	255	138
Link Distance (ft)		275		1060	1060		528	528				445
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	50		270			150			270	300	300	
Storage Blk Time (%)	18	30	2				2			0	0	
Queuing Penalty (veh)	21	15	1				1			0	0	

Intersection: 12: CSAH 5 & McAndrews Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	168
Average Queue (ft)	53
95th Queue (ft)	123
Link Distance (ft)	445
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Irving Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	LT	R	LT	R
Maximum Queue (ft)	36	7	5	72	114	125	63	62
Average Queue (ft)	5	0	0	24	41	49	22	22
95th Queue (ft)	22	5	3	53	87	92	53	50
Link Distance (ft)		1060	1060		782		248	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	440			300		50		50
Storage Blk Time (%)					14	5	3	1
Queuing Penalty (veh)					18	3	1	0

Intersection: 14: 141st Street & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	10	22	61	161	124
Average Queue (ft)	1	1	17	72	32
95th Queue (ft)	7	10	47	132	75
Link Distance (ft)	541	541			603
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150	100	
Storage Blk Time (%)				6	0
Queuing Penalty (veh)				3	0

Intersection: 15: Burnhaven Dr & McAndrews Avenue

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	L	L	R
Maximum Queue (ft)	11	42	166	202	80
Average Queue (ft)	0	7	79	72	31
95th Queue (ft)	5	28	140	212	66
Link Distance (ft)	760	760		496	496
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			300		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 16: Aldrich Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	216	208	62	102	112	125	99	181	205
Average Queue (ft)	82	80	22	52	56	42	30	74	93
95th Queue (ft)	173	165	54	92	97	104	76	142	173
Link Distance (ft)	514	514				1115	1115	650	650
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			300	240	240				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 17: Nicollet Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	281	217	218	112	232	272	88	128	147	150	174	250
Average Queue (ft)	117	88	105	45	131	133	26	55	81	72	64	120
95th Queue (ft)	212	173	187	91	207	225	64	106	136	129	128	224
Link Distance (ft)		1411	1411		2386	2386		1333	1333		768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			270			300			350		
Storage Blk Time (%)	0	0			0							
Queuing Penalty (veh)	1	0			0							

Intersection: 18: Portland Ave & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	LT	R	LTR
Maximum Queue (ft)	29	137	156	85	103	85	108	128	40
Average Queue (ft)	3	46	61	33	48	24	50	49	11
95th Queue (ft)	16	97	123	68	89	60	95	91	35
Link Distance (ft)		2386	2386		970	970	3157		238
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	250			270				250	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: CSAH 5 & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	112	149	142	90	130	140	95	140	124	70	132	149
Average Queue (ft)	39	74	45	36	42	64	30	54	36	27	43	54
95th Queue (ft)	88	134	102	78	96	130	66	112	90	59	99	123
Link Distance (ft)		468	468		660	660		564	564		2196	2196
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190			300			250			240		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 20: Burnhaven Dr & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	82	140	163	115	122	221	66	160	144	104	108	126
Average Queue (ft)	27	70	81	43	45	96	11	80	54	39	38	61
95th Queue (ft)	64	122	141	92	95	182	39	137	107	80	88	114
Link Distance (ft)		1017	1017		577	577		831	831		692	692
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			200			200			375		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 21: Buck Hill Road & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	122	196	222	171	367	452	111	322	277	211	253	279
Average Queue (ft)	47	94	114	38	162	252	46	194	142	116	136	165
95th Queue (ft)	99	166	190	105	313	407	94	297	251	190	220	246
Link Distance (ft)		577	577		873	873		442	442		1204	1204
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250			280			280			280		
Storage Blk Time (%)					1			1			0	
Queuing Penalty (veh)					0			1			0	

Intersection: 22: Portland Ave & Southcross Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB		
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR		
Maximum Queue (ft)	102	131	119	46	170	145	60	155	116	223		
Average Queue (ft)	37	46	23	14	68	36	20	81	55	109		
95th Queue (ft)	77	103	68	40	142	95	50	145	105	191		
Link Distance (ft)		705	705		560	560		500		1886		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			150			200		200			
Storage Blk Time (%)		0			1			0		1		
Queuing Penalty (veh)		0			0			0		1		

Intersection: 23: Burnhaven Dr & 140th Street

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	74	100	56	76	92	5	31	29
Average Queue (ft)	39	50	14	32	38	0	9	2
95th Queue (ft)	67	84	42	62	78	3	32	15
Link Distance (ft)		204		1216		795		496
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	50		100		220		300	
Storage Blk Time (%)	5	4						
Queuing Penalty (veh)	10	4						

Intersection: 24: Aldrich Ave & 140th Street

Movement	EB	EB	WB	NB	NB	NB	SB
Directions Served	L	TR	LTR	L	T	TR	L
Maximum Queue (ft)	57	58	105	66	4	15	53
Average Queue (ft)	14	23	49	11	0	1	9
95th Queue (ft)	42	49	82	40	0	9	35
Link Distance (ft)		1216	136		714	714	
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	270			230			120
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 25: Burnhaven Dr & 141st Street

Movement	EB	EB	B31	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	T	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	129	332	9	167	218	168	264	193	134	223	217
Average Queue (ft)	50	179	0	68	94	105	73	72	41	99	96
95th Queue (ft)	121	307	6	134	179	172	182	158	91	190	180
Link Distance (ft)		303	603		1243		384	384		795	795
Upstream Blk Time (%)		1									
Queuing Penalty (veh)		3									
Storage Bay Dist (ft)	60			100		100			130		
Storage Blk Time (%)	3	48		6	12	10	2		0	7	
Queuing Penalty (veh)	8	26		10	12	18	6		0	3	

Intersection: 26: Aldrich Ave & 141st Street

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	266	150	171	58	229	250	130	70	103	268	160
Average Queue (ft)	77	78	125	12	111	48	52	28	14	93	47
95th Queue (ft)	176	144	177	33	214	151	115	62	62	203	122
Link Distance (ft)	1243		136	136		399	399			714	714
Upstream Blk Time (%)			18								
Queuing Penalty (veh)			0								
Storage Bay Dist (ft)		100			160			130	80		
Storage Blk Time (%)	5	6			5	0	1		0	19	
Queuing Penalty (veh)	16	7			8	0	1		0	4	

Intersection: 27: CSAH 5 & 143rd Street

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	166	302	22	141	143	101	165	178
Average Queue (ft)	59	138	4	53	52	45	54	71
95th Queue (ft)	125	238	15	116	116	90	133	157
Link Distance (ft)	402	1152		2196	2196		1256	1256
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			280			300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 28: 143rd Street & Irving Ave

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	58	139
Average Queue (ft)	9	59
95th Queue (ft)	38	109
Link Distance (ft)	1152	1255
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: Burnhaven Dr & 143rd Street

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	405	100	259	142	148	217	215	184	146	162
Average Queue (ft)	192	62	117	61	40	95	86	84	47	68
95th Queue (ft)	326	132	207	110	100	178	175	148	116	141
Link Distance (ft)	999		306	306		1172	1172		983	983
Upstream Blk Time (%)			0							
Queuing Penalty (veh)			0							
Storage Bay Dist (ft)		50			100			280		
Storage Blk Time (%)	58	0			0	9				
Queuing Penalty (veh)	47	1			0	6				

Intersection: 30: Nicollet Ave & Nicollet Boulevard

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	106	93	98	100	132	59	100	76	114	52	102	125
Average Queue (ft)	37	40	50	42	42	17	34	14	25	12	26	39
95th Queue (ft)	84	85	80	83	95	47	80	46	71	37	71	96
Link Distance (ft)		376	376		413	413		1054	1054		1333	1333
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			100			180		
Storage Blk Time (%)					0		0	0				
Queuing Penalty (veh)					0		0	0				

Intersection: 32: Nicollet Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	173	252	87	96	75	107	100	117	43	133	135	51
Average Queue (ft)	101	101	29	30	26	38	17	24	9	45	46	13
95th Queue (ft)	167	197	65	71	58	89	63	83	31	110	103	36
Link Distance (ft)		437			809		770	770		1054	1054	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		450	450		205			125			240
Storage Blk Time (%)	31	8								1		
Queuing Penalty (veh)	54	12								0		

Intersection: 33: Burnhaven Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	R	L	L
Maximum Queue (ft)	40	28	46	45	31	38
Average Queue (ft)	8	5	13	9	2	4
95th Queue (ft)	31	21	37	30	16	20
Link Distance (ft)	289	289	318	318		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					190	350
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 36: Buck Hill Road & Mall South

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	LT	T	T	TR
Maximum Queue (ft)	256	102	217	184	6	43
Average Queue (ft)	131	49	79	24	1	5
95th Queue (ft)	242	82	160	106	6	24
Link Distance (ft)	375	375	1204	1204	514	514
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 37: Judicial/Rd & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	66	290	269	226	35	186	250	287	278	55	89	114
Average Queue (ft)	16	163	123	90	7	97	60	78	97	12	36	40
95th Queue (ft)	47	263	225	177	24	167	167	199	218	33	74	94
Link Distance (ft)		1265	1265	1265			2516	2516	2516			565
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				300	320				320	260	
Storage Blk Time (%)		0							0			
Queuing Penalty (veh)		0							0			

Intersection: 37: Judicial/Rd & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	24	128	93	25
Average Queue (ft)	7	42	35	6
95th Queue (ft)	22	94	76	20
Link Distance (ft)			532	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	300		250
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 61: Mall Middle

Movement	EB	NB	B35	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	222	242	144	28	49
Average Queue (ft)	101	145	15	2	7
95th Queue (ft)	174	245	88	14	30
Link Distance (ft)	208	152	514	760	
Upstream Blk Time (%)	1	8			
Queuing Penalty (veh)	0	55			
Storage Bay Dist (ft)					300
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 601: Nicollet Blvd & McAndrews Avenue

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	T	T	L
Maximum Queue (ft)	125	109	77	183	126	166
Average Queue (ft)	37	42	13	54	31	77
95th Queue (ft)	92	100	46	133	96	149
Link Distance (ft)	1115	1115		1411	1411	660
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			310			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 610: Plymouth Ave & CSAH 42

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	123	244	270	168	6	48	135	163	186	11	280	54
Average Queue (ft)	33	30	45	15	0	8	49	53	66	1	171	16
95th Queue (ft)	85	124	151	103	4	30	106	122	151	6	269	45
Link Distance (ft)		978	978	978			1223	1223	1223			953
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370				300	400				400	250	
Storage Blk Time (%)		0		0							2	
Queuing Penalty (veh)		0		0							1	

Intersection: 610: Plymouth Ave & CSAH 42

Movement	NB	SB	SB	SB
Directions Served	R	L	T	R
Maximum Queue (ft)	58	31	31	64
Average Queue (ft)	22	6	4	27
95th Queue (ft)	50	22	19	55
Link Distance (ft)			1056	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	250	150		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 2320

CENTER VILLAGE TRAFFIC STUDY
AREA 1 - EAST OF 35W

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	MOBILIZATION	LUMP SUM	1	$ 250,000.00	$ 250,000.00
2	REMOVE BITUMINOUS PAVEMENT	SQ YD	20000	$ 3.00	$ 60,000.00
3	MISCELLANEOUS REMOVALS	LUMP SUM	1	$ 150,000.00	$ 150,000.00
4	EARTHWORK	CU YD	40000	$ 15.00	$ 600,000.00
5	CLASS 5 AGGREGATE BASE	TON	20000	$ 13.00	$ 260,000.00
6	SELECT GRANULAR BORROW	CU YD	20000	$ 20.00	$ 400,000.00
7	STORM SEWER MANHOLE / CATCH BASIN	EACH	65	$ 3,000.00	$ 195,000.00
8	STORM SEWER PIPE	LIN FT	4000	$ 60.00	$ 240,000.00
9	BITUMINOUS PAVEMENT	TON	13000	$ 75.00	$ 975,000.00
10	BITUMINOUS TRAIL	SQ FT	50000	$ 3.00	$ 150,000.00
11	CONCRETE WALK / MEDIAN	SQ FT	30000	$ 5.00	$ 150,000.00
12	CONCRETE CURB AND GUTTER	LIN FT	7500	$ 15.00	$ 112,500.00
13	TRAFFIC CONTROL	LUMP SUM	1	$ 100,000.00	$ 100,000.00
14	TEMPORARY SIGNALS	EACH	3	$ 100,000.00	$ 300,000.00
15	TURF ESTABLISHMENT	LUMP SUM	1	$ 150,000.00	$ 150,000.00
16	LANDSCAPING / AMENITIES	LUMP SUM	1	$ 120,000.00	$ 120,000.00
17	EROSION CONTROL	LUMP SUM	1	$ 100,000.00	$ 100,000.00
18	SIGNING / STRIPING	LUMP SUM	1	$ 150,000.00	$ 150,000.00
19	SIGNALS	EACH	3	$ 350,000.00	$ 1,050,000.00
	Subtotal				$ 5,510,000.00
	20% Construction Contingency				$ 1,100,000.00
	30% Indirect Costs				$ 1,650,000.00
	RIGHT-OF-WAY ACQUISITION	SQ FT	8000	$ 20.00	$ 160,000.00
	Total Improvements Cost				**$ 8,420,000.00**

1. ASSUMES PAVEMENT SECTION OF 8" BITUMINOUS, 12" AGGREGATE BASE, AND 24" SELECT GRANULAR MATERIAL.
2. ASSUMES NO WATER MAIN OR SANITARY SEWER IMPROVEMENTS.
3. ASSUMES A STORM SEWER CATCH BASIN SPACING EVERY 150 FEET.
4. DRAINAGE IMPROVEMENTS DO NOT INCLUDE ANY PONDING OR WATER QUALITY IMPROVEMENTS
5. ASSUMES TEMPORARY SIGNALS ARE NEEDED AT THE LOCATIONS OF A PROPOSED SIGNALS DURING CONSTRUCTION.
6. NO GEOTECHNICAL INFORMATION HAS BEEN PROVIDED.
7. RIGHT-OF-WAY COSTS DO NOT INCLUDE TEMPORARY EASEMENTS AND ASSUME ALL NECESSARY RIGHT-OF-WAY ON BURNSVILLE CENTER PROPERTY WILL BE DEDICATED AS A PART OF THE REDEVELOPMENT.
8. AN ALLOCATION OF 2% OF THE CONSTRUCTION COST HAS BEEN INCLUDED FOR LANDSCAPING / AMENITIES.
9. 30% INDIRECT COSTS INCLUDE ALL COSTS OUTSIDE OF CONSTRUCTION COSTS INCLUDING, ENGINEERING, FISCAL, ADMINISTRATION AND CAPITALIZED INTEREST.

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CENTER VILLAGE TRAFFIC STUDY
AREA 2 - WEST OF 35W OFF-RAMP

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	MOBILIZATION	LUMP SUM	1	$ 400,000.00	$ 400,000.00
2	REMOVE BITUMINOUS PAVEMENT	SQ YD	30000	$ 3.00	$ 90,000.00
3	MISCELLANEOUS REMOVALS	LUMP SUM	1	$ 400,000.00	$ 400,000.00
4	EARTHWORK	CU YD	55000	$ 15.00	$ 825,000.00
5	CLASS 5 AGGREGATE BASE	TON	30000	$ 13.00	$ 390,000.00
6	SELECT GRANULAR BORROW	CU YD	30000	$ 20.00	$ 600,000.00
7	STORM SEWER MANHOLE / CATCH BASIN	EACH	80	$ 3,000.00	$ 240,000.00
8	STORM SEWER PIPE	LIN FT	5000	$ 60.00	$ 300,000.00
9	BITUMINOUS PAVEMENT	TON	20000	$ 75.00	$ 1,500,000.00
10	BITUMINOUS TRAIL	SQ FT	90000	$ 3.00	$ 270,000.00
11	CONCRETE WALK / MEDIAN	SQ FT	50000	$ 5.00	$ 250,000.00
12	CONCRETE CURB AND GUTTER	LIN FT	13000	$ 15.00	$ 195,000.00
13	MODULAR BLOCK WALL	SQ FT	17000	$ 90.00	$ 1,530,000.00
14	TRAFFIC CONTROL	LUMP SUM	1	$ 150,000.00	$ 150,000.00
15	TEMPORARY SIGNALS	EACH	2	$ 100,000.00	$ 200,000.00
16	TURF ESTABLISHMENT	LUMP SUM	1	$ 250,000.00	$ 250,000.00
17	LANDSCAPING / AMENITIES	LUMP SUM	1	$ 500,000.00	$ 500,000.00
18	EROSION CONTROL	LUMP SUM	1	$ 150,000.00	$ 150,000.00
19	SIGNING / STRIPING	LUMP SUM	1	$ 250,000.00	$ 250,000.00
20	SIGNALS	EACH	2	$ 350,000.00	$ 700,000.00
	Subtotal				$ 9,190,000.00
	20% Construction Contingency				$ 1,840,000.00
	30% Indirect Costs				$ 2,760,000.00
	RIGHT-OF-WAY ACQUISITION	SQ FT	50000	$ 20.00	$ 1,000,000.00
	Total Improvements Cost				**$ 14,790,000.00**

1. ASSUMES PAVEMENT SECTION OF 8" BITUMINOUS, 12" AGGREGATE BASE, AND 24" SELECT GRANULAR MATERIAL.
2. ASSUMES NO WATER MAIN OR SANITARY SEWER IMPROVEMENTS.
3. ASSUMES A STORM SEWER CATCH BASIN SPACING EVERY 150 FEET.
4. DRAINAGE IMPROVEMENTS DO NOT INCLUDE ANY PONDING OR WATER QUALITY IMPROVEMENTS
5. ASSUMES TEMPORARY SIGNALS ARE NEEDED AT THE LOCATIONS OF A PROPOSED SIGNALS DURING CONSTRUCTION.
6. NO GEOTECHNICAL INFORMATION HAS BEEN PROVIDED.
7. RIGHT-OF-WAY COSTS DO NOT INCLUDE TEMPORARY EASEMENTS AND ASSUME ALL NECESSARY RIGHT-OF-WAY ON BURNSVILLE CENTER PROPERTY WILL BE DEDICATED AS A PART OF THE REDEVELOPMENT.
8. AN ALLOCATION OF 5% OF THE CONSTRUCTION COST HAS BEEN INCLUDED FOR LANDSCAPING / AMENITIES.
9. 30% INDIRECT COSTS INCLUDE ALL COSTS OUTSIDE OF CONSTRUCTION COSTS INCLUDING, ENGINEERING, FISCAL, ADMINISTRATION AND CAPITALIZED INTEREST.

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CENTER VILLAGE TRAFFIC STUDY
AREA 3 - 35W EXIT RAMP, INTERSECTION AND BUCK HILL ROAD

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	MOBILIZATION	LUMP SUM	1	$ 150,000.00	$ 150,000.00
2	REMOVE BITUMINOUS PAVEMENT	SQ YD	10000	$ 3.00	$ 30,000.00
3	REMOVE CONCRETE PAVEMENT	SQ YD	10000	$ 12.00	$ 120,000.00
4	MISCELLANEOUS REMOVALS	LUMP SUM	1	$ 75,000.00	$ 75,000.00
5	EARTHWORK	CU YD	30000	$ 15.00	$ 450,000.00
6	CLASS 5 AGGREGATE BASE	TON	15000	$ 13.00	$ 195,000.00
7	SELECT GRANULAR BORROW	CU YD	15000	$ 20.00	$ 300,000.00
8	STORM SEWER MANHOLE / CATCH BASIN	EACH	10	$ 3,000.00	$ 30,000.00
9	STORM SEWER PIPE	LIN FT	1000	$ 60.00	$ 60,000.00
10	BITUMINOUS PAVEMENT	TON	10000	$ 75.00	$ 750,000.00
11	BITUMINOUS TRAIL	SQ FT	5000	$ 3.00	$ 15,000.00
12	CONCRETE WALK / MEDIAN	SQ FT	25000	$ 5.00	$ 125,000.00
13	CONCRETE CURB AND GUTTER	LIN FT	13000	$ 15.00	$ 195,000.00
14	TRAFFIC CONTROL	LUMP SUM	1	$ 75,000.00	$ 75,000.00
15	TEMPORARY SIGNALS	EACH	1	$ 100,000.00	$ 100,000.00
16	TURF ESTABLISHMENT	LUMP SUM	1	$ 125,000.00	$ 125,000.00
17	EROSION CONTROL	LUMP SUM	1	$ 100,000.00	$ 100,000.00
18	SIGNING / STRIPING	LUMP SUM	1	$ 100,000.00	$ 100,000.00
19	SIGNALS	EACH	1	$ 350,000.00	$ 350,000.00
	Subtotal				$ 3,350,000.00
	20% Construction Contingency				$ 670,000.00
	30% Indirect Costs				$ 1,010,000.00
	Total Improvements Cost				**$ 5,030,000.00**

1. ASSUMES PAVEMENT SECTION OF 8" BITUMINOUS, 12" AGGREGATE BASE, AND 24" SELECT GRANULAR MATERIAL.
2. ASSUMES NO WATER MAIN OR SANITARY SEWER IMPROVEMENTS.
3. ASSUMES TEMPORARY SIGNALS ARE NEEDED AT THE LOCATIONS OF A PROPOSED SIGNALS DURING CONSTRUCTION.
4. DRAINAGE IMPROVEMENTS DO NOT INCLUDE ANY PONDING OR WATER QUALITY IMPROVEMENTS
5. NO GEOTECHNICAL INFORMATION HAS BEEN PROVIDED.
6. 30% INDIRECT COSTS INCLUDE ALL COSTS OUTSIDE OF CONSTRUCTION COSTS INCLUDING, ENGINEERING, FISCAL, ADMINISTRATION AND CAPITALIZED INTEREST.

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CENTER VILLAGE TRAFFIC STUDY
AREA 4 - COUNTY ROAD 42 PEDESTRIAN CROSSING

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	MOBILIZATION	LUMP SUM	1	$ 200,000.00	$ 200,000.00
2	BRIDGE	SQ FT	10000	$ 250.00	$ 2,500,000.00
3	MODULAR BLOCK WALL	SQ FT	15000	$ 90.00	$ 1,350,000.00
4	BITUMINOUS TRAIL	SQ FT	3500	$ 3.00	$ 10,500.00
5	ENHANCED AMENITY	LUMP SUM	1	$ 250,000.00	$ 250,000.00
	Subtotal				$ 4,310,000.00
	20% Construction Contingency				$ 860,000.00
	30% Indirect Costs				$ 1,290,000.00
	Total Improvements Cost				**$ 6,460,000.00**

1. NO GEOTECHNICAL INFORMATION HAS BEEN PROVIDED.
2. DRAINAGE IMPROVEMENTS DO NOT INCLUDE ANY PONDING OR WATER QUALITY IMPROVEMENTS
3. BRIDGE COST ESTIMATE ASSUMES ALL WORK WOULD BE COMPLETED WITH AN ASSOCIATED ROADWAY IMPROVEMENT PROJECT.
4. 30% INDIRECT COSTS INCLUDE ALL COSTS OUTSIDE OF CONSTRUCTION COSTS INCLUDING, ENGINEERING, FISCAL, ADMINISTRATION AND CAPITALIZED INTEREST.

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CENTER VILLAGE TRAFFIC STUDY
VMS AND INTERCONNECT

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	INTERCONNECT	LIN FT	17,500	$ 30.00	$ 525,000.00
2	UPGRADE CABINETS	INTERSECTIONS	8	$ 25,000.00	$ 200,000.00
3	VMS (2 PER INTERSECTION)	INTERSECTIONS	10	$ 60,000.00	$ 600,000.00
	Subtotal				$ 1,330,000.00
	20% Construction Contingency				$ 270,000.00
	30% Indirect Costs				$ 400,000.00
	Total Improvements Cost				**$ 2,000,000.00**

1. NO GEOTECHNICAL INFORMATION HAS BEEN PROVIDED.
IMPROVEMENT PROJECT.
4. 30% INDIRECT COSTS INCLUDE ALL COSTS OUTSIDE OF CONSTRUCTION COSTS INCLUDING, ENGINEERING, FISCAL, ADMINISTRATION AND CAPITALIZED INTEREST.

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